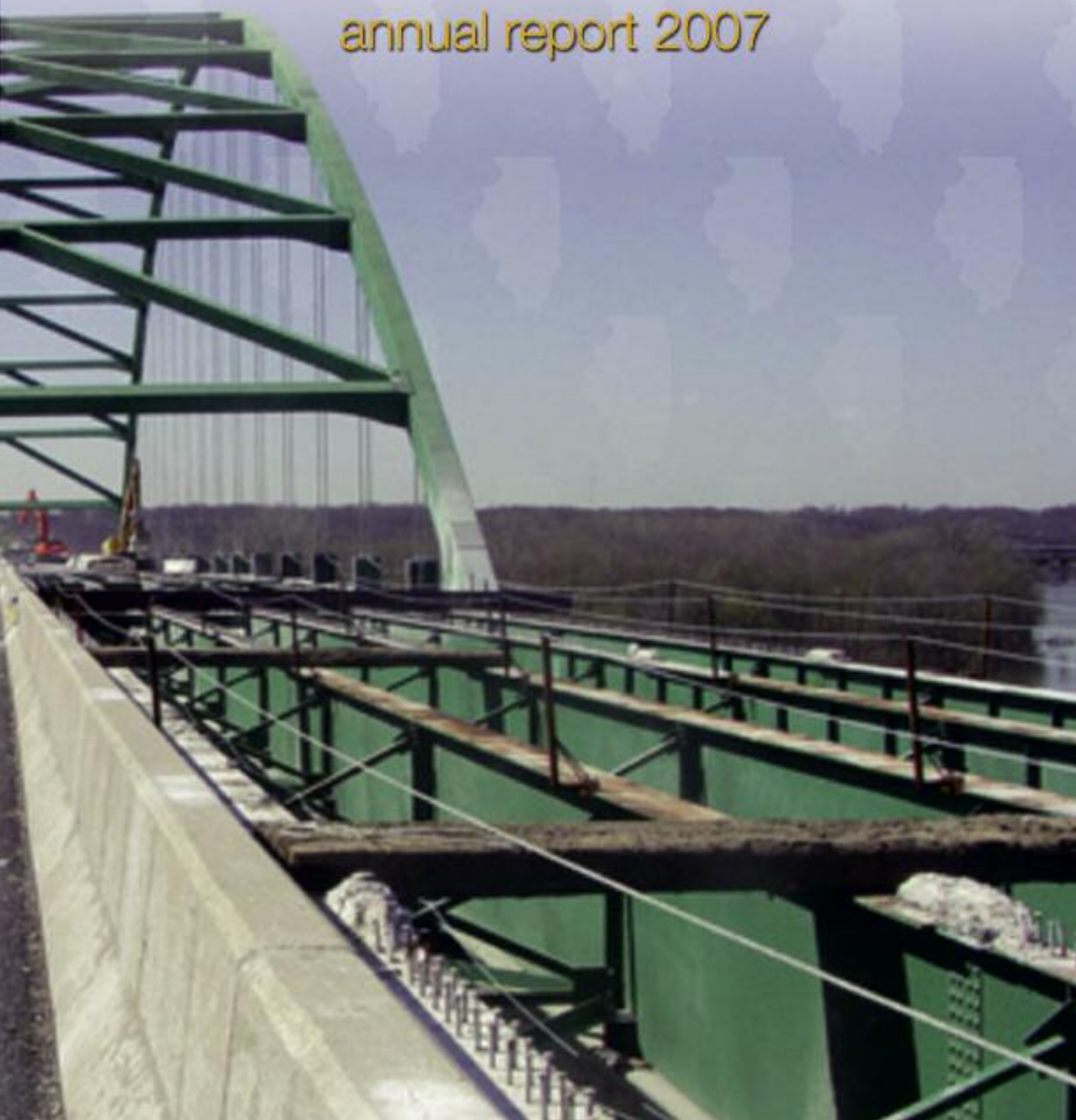


Illinois Department of Transportation

INSIDE^{AND}OUT

annual report 2007



2007 ANNUAL REPORT

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**Illinois Department
of Transportation**

2300 South Dirksen Parkway
Springfield, IL 62764
www.dot.il.gov



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OUR MISSION

We provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

OUR GUIDING PRINCIPLES

We will accomplish our mission while making the following principles the hallmark of all our work:

Safety • Integrity • Responsiveness • Quality • Innovation

OUR VISION

The Illinois Department of Transportation will be recognized as the premier state department of transportation in the nation.

QUALITY POLICY

IDOT will consistently provide safe, cost-effective transportation for Illinois that meets or exceeds the requirements and expectations of our customers. We will actively pursue ever improving quality through programs that enable each employee to continually strive to do their job right the first time, every time.

QUALITY STATEMENT

Do it right the first time, every time.



OFFICE OF THE GOVERNOR
JRTC, 100 W. RANDOLPH, SUITE 16
CHICAGO, ILLINOIS, 60601

ROD R. BLAGOJEVICH
GOVERNOR



Fellow Illinoisans,

The Illinois Department of Transportation has worked hard to ensure accomplishment of its mission calling for safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity and demonstrate respect for our environment.

This 2007 IDOT Annual Report highlights just some of our state's transportation accomplishments from the past year along with ongoing efforts to improve IDOT's efficiency and effectiveness, and its stewardship of vital transportation assets, throughout the state.

From reconstructing highways in 2007 including completion of the Dan Ryan and Kingery Expressways in Chicago, to the dedication of the McKinley Bridge in southwestern Illinois, together we have raised the standards of transportation excellence. Increasing numbers of vehicles, drivers, and mileages driven on Illinois roadways show motorists, commercial users and other travelers from Illinois and throughout the nation are utilizing Illinois' world-class system of roads and bridges to great advantage. In addition, record numbers of travelers are using Illinois airports and public transportation options, including inter-city passenger rail services and commuter bus and rail transit services throughout the state.

With the help of strong legislation, we have continued to reduce the number of fatalities on Illinois roadways, including work zones, in part by encouraging greater use of safety belts. IDOT continues to work in partnership with other state agencies and local governments to improve our state's quality of life and to promote continuing economic prosperity. I am proud that IDOT has continued to be a leader in our environmental initiatives, from recycling to reduced vehicle emissions, in leading the way to a cleaner, greener Illinois.

I am confident about the future of transportation in Illinois as I look to IDOT for continuing leadership in keeping our roads and bridges safe, our travel options plentiful, and our economy strong.

Sincerely,

A handwritten signature in black ink that reads "Rod Blagojevich". The signature is stylized and cursive.

Rod R. Blagojevich
Governor



Illinois Department of Transportation

Office of the Secretary

2300 South Dirksen Parkway/Springfield, Illinois/62764

217/782-5597

March 2008

Fellow Illinoisans:

The Illinois Department of Transportation (IDOT) is dedicated to its responsibility for continuing stewardship of Illinois' vast system of transportation assets and resources. We are working hard to ensure that Illinois' world-class transportation system is properly funded and maintained to provide vital links for commercial shipping and personal travel to places throughout the nation and around the world.

When IDOT promises to "Do It Right the First Time, Every Time," as outlined in our Quality Statement, we are conveying the pride and seriousness shared by our entire staff as we approach our daily duties. But the implications of the statement are appropriate for another reason as well: We at IDOT fully realize and agree with the premise that the more we can do correctly and properly the first time we try, the less time and resources are wasted in fixing things later.

The engineering and technical professionals of IDOT think about and live by this Statement of Quality every day. It is a standard by which we constantly measure ourselves.

The IDOT Annual Report for 2007 reflects and highlights accomplishments at IDOT that are born of the professionalism and commitment to duty that produced such a quality statement. To say I am proud to be associated with this organization is an understatement.

As you review the status and accomplishments of IDOT in this report, please be assured that we at IDOT understand that our work is never done. We consistently seek to improve on all the work we do, we provide for safety and mobility throughout our transportation system 24 hours a day, 7 days a week.

IDOT is committed to providing safe, cost-effective and accessible transportation services for business and leisure travelers throughout Illinois. It is our ongoing promise to Illinois.

Sincerely,

A handwritten signature in black ink, appearing to read 'Milton R. Sees'.

Milton R. Sees, P.E.
Secretary

INTRODUCTION



On Jan. 1, 1972, by an Act of the 77th General Assembly, Illinois became the 14th state to establish a Department of Transportation. This department assumed the responsibilities of the Department of Public Works and Buildings and the Office of Mass Transportation from the Department of Local Government Affairs. Also included in the new Illinois Department of Transportation (IDOT) were the safety inspection functions administered by the State Police, Secretary of State, Illinois Commerce Commission and the Superintendent of Public Instruction. On Aug. 30, 1973, Aeronautics became a division within IDOT. In July 1995, the Division of Water Resources, originally a part of IDOT, was transferred to the newly formed Department of Natural Resources.

Because IDOT was created to meet the multi-modal transportation needs of our state, it was Illinois' first agency to be headed by a "Secretary." IDOT is responsible for building and maintaining the state's highways, supporting air, rail and public transportation projects, and encouraging traffic safety so that the avenues of commerce and travel remain open and accessible to all of Illinois.

In 2006, the U.S. Department of Transportation, IDOT and other state departments of transportation across the nation celebrated the 50th anniversary of the Eisenhower Interstate Highway System. Illinois played an integral role in making that continental undertaking a reality, inspired through President Dwight D. Eisenhower's forward thinking. Holding true to Illinois' historical role as a crossroads for national transportation starting decades ago with critical rail and air services, three of the five transcontinental Interstate highways traverse Illinois – Interstates 70, 80 and 90.

Illinois business and leisure travelers rely on the promise of reliable, safe and cost-effective transportation services, and in turn, IDOT commits itself to the operation, oversight and maintenance of the state system. As a result, IDOT enjoys the nation's fifth largest highway system, the second largest public transportation system, the second largest rail system, and one of the busiest airport systems in the nation.

That was IDOT's past and present. This annual report is designed to illustrate IDOT's continual movement forward. Today's goals for transportation in Illinois revolve around improved safety, improved mobility, preservation of our priceless intermodal transportation system, and the proper stewardship of that system to improve quality of life and economic prosperity throughout the state.

EXECUTIVE SUMMARY

The Illinois Department of Transportation delivered a nearly \$1.8-billion annual highway program as promised in 2007, while reducing staff numbers to a record low.

IDOT trimmed staff numbers by nearly 7 percent in 2007, reducing headcount to fewer than 5,400 department-wide for the first time in IDOT history. Coupled with the staff reductions, strict attention to programming, engineering and administrative efficiencies and improved process management meant that the 2007 highways program accomplished more miles of improved pavement and more bridge improvements than promised or projected for the year.

At the same time, IDOT further entrenched its successful policies emphasizing improved traffic safety, greater administrative efficiency, department-wide quality management, and more timely and accurate real-time communications for travelers and transportation workers.

IDOT innovations in work zone safety, motorist safety awareness and state-of-the-art electronic communications updates continue to reduce the number of crash fatalities on Illinois roads, achieving another record low since 1924, and help drivers and other travelers make more informed decisions to avoid traffic congestion even as they travel.

Internally, IDOT continued its drive to greater efficiency through better communications, key process changes and workload restructuring, improved deployment of staff, and more effective coordination of technological improvements. IDOT in 2007 expanded its improved process management standards within the department, including a quality management system certified under the ISO 9001:2000 Standard, an internationally recognized quality standard that emphasizes public accountability and process efficiency. The Department is applying the ISO standards to further link and guide administrative activities affecting all areas of the organization.

The net results of these activities included:

- Delivery of its nearly \$1.8-billion highways program at a 91.4 percent accomplishment rate with the lowest staff headcount in IDOT history;
- Expanded passenger rail service for Illinois travelers and a record number of train passengers as nearly 1.2 million utilized inter-city passenger service;
- Expanded public transit service especially in historically underserved areas;
- Significant improvements to the regional airport system;
- Improved coordination and oversight of public transportation service.

Thus, for the fifth consecutive year, IDOT made significant progress in addressing the Governor's priorities for public safety, reform and renewal, jobs, education,

health care, environment, and a balanced budget. A listing of IDOT's top 10 accomplishments in 2007 follows:

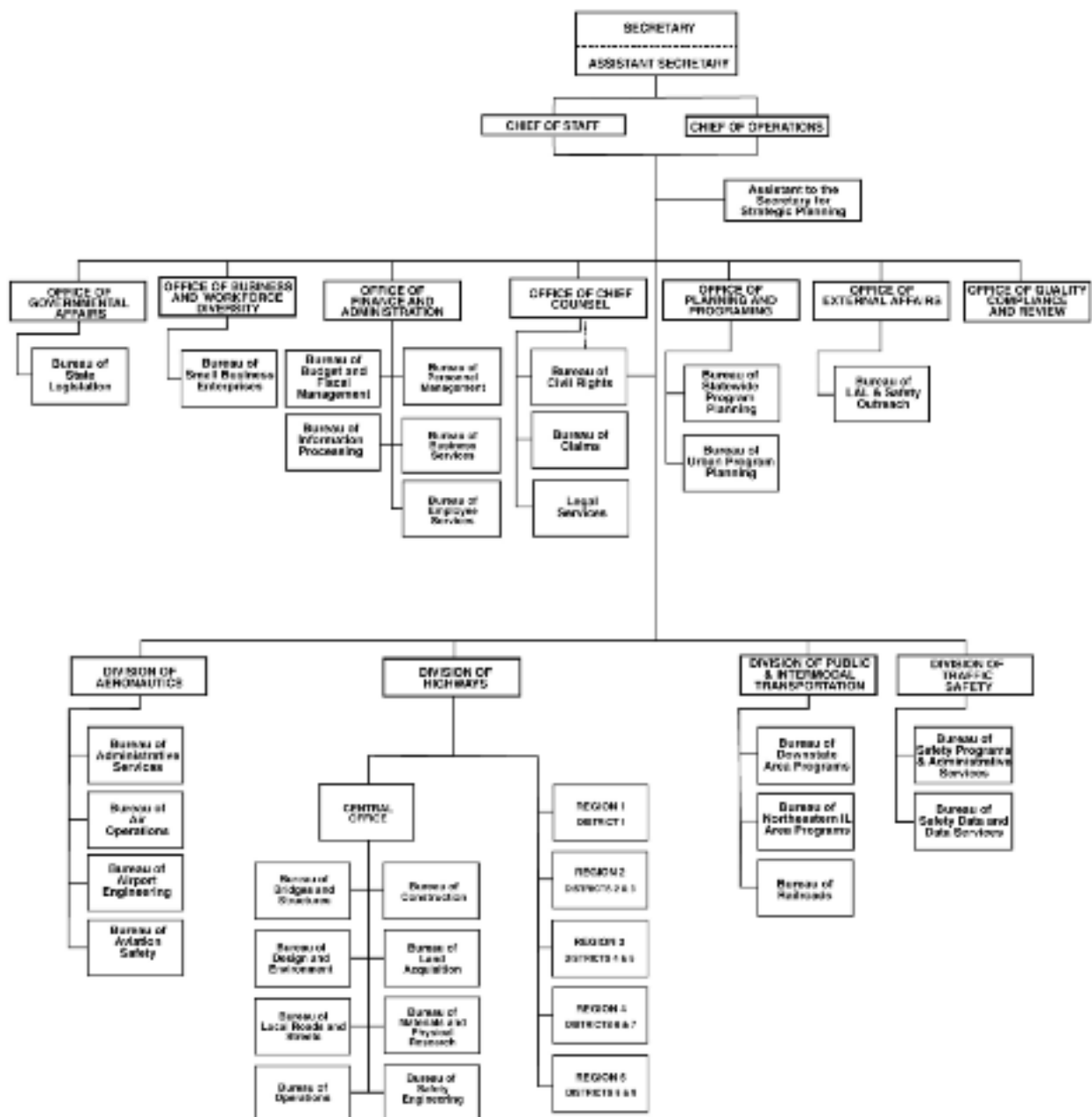
IDOT's Top 10 Accomplishments for 2007

1. **Completed the multi-year reconstruction of the Dan Ryan Expressway in Chicago.** This full-scale reconstruction added lanes and improved access lanes to ease congestion, improve safety and expand capacity. The project featured innovative environmental changes to protect air quality during construction, including on-site idling restrictions, emissions controls, and air quality monitoring in areas neighboring the construction project.
2. **IDOT accomplished 91.4 percent of its published road and bridge improvement program in 2007.** IDOT kept its program promises in all regions of Illinois providing about \$1.8 billion in road, bridge and safety improvements.
3. **IDOT repaired or reconstructed 908 miles of roadway pavement, 274 state bridges, and 187 specific safety improvement projects during 2007, exceeding its promised accomplishments in the annual highway program.**
4. Despite continuing budget constraints affecting all of state government in 2007, **IDOT maintained 86.7 percent of its more than 16,000 miles of state highways, and 90.3 percent of its nearly 7,900 bridges, in acceptable or better condition.** The remaining pavement miles and bridges are safe and in use, but in need of repairs.
5. **Illinois Amtrak rail passenger train service served a record number of riders in 2007,** with total ridership of nearly 1.2 million, up from less than 1 million in 2006. Ridership capacity was increased in 2007 as the Governor's budget doubled state funding for Amtrak, resulting in additional train capacity to meet the rising demand for inter-city rail service.
6. **Internationally recognized certification of IDOT's process management system including planning, design, construction, maintenance and administrative oversight in the Division of Highways and other areas of IDOT.** The Department is expanding these ISO 9001:2000 Standard requirements to all phases of IDOT administration and operation for improved process management. The certification requires ongoing independent audits to verify the quality of the IDOT management system and ensures full public accountability and documentation for IDOT's work.
7. Successful implementation of the Governor's initiative on work zone safety, **IDOT's construction work zone improvements on state highways resulted in a continuing trend of fewer overall work zone fatalities.** A total of 11 people died in work zone crashes in 2007, down from 26 in 2006. This number reflects a dramatic improvement in work zone fatalities, with nearly 75 percent fewer work zone deaths from 2003 to 2007.

8. Enactment of the Primary Seat Belt Law in 2003 along with improved awareness campaigns and stricter law enforcement has helped **reduce the number of fatalities on Illinois highways**. For the second straight year, Illinois had the fewest fatalities on roadways since 1924. This trend toward safer highways means 200 fewer people died on Illinois roads than in 2003.
9. **IDOT held annual administrative costs department-wide at 9.6 percent of total costs in 2007, well under its goal of no more than 10 percent adminis-**

trative costs. These reductions from 2002-03 levels of 12 to 14 percent represent a decrease of more than \$20 million a year in staff costs.

10. **IDOT reduced staffing to an all-time low of 5,377 employees in 2007**, down nearly 7 percent from 2006, and down more than 20 percent from its staffing level of 6,820 in 2002. The staff reduction of 1,443 employees since 2002 results in cost reductions of more than \$100 million in salaries and benefits.



IDOT: Continuous Improvement for Efficiency, Accountability

In 2007, the Illinois Department of Transportation achieved continued ISO 9001:2000 quality certification of its processes involved in the Planning, Design, and Construction of Road and Bridge Improvements, Maintenance of Existing Roads and Bridges, and Administrative Oversight in the Division of Highways and key administrative support areas. The registration encompasses the majority of activities and processes in the Central Administrative Office and Regional District Six, involving more than 700 employees.

ISO 9001:2000 is an internationally accepted quality standard that is embraced by more than 750,000 organizations worldwide, based on guidelines developed and established by the International Organization of Standards (ISO). Included are such organizations as J.D. Power and Associates, Sears, and NASA. Registration to the ISO standard is a complex undertaking that involves multiple audits of an organization's internal quality control systems to determine levels of conformance to the requirements of the standard. Registration ensures that ISO 9001:2000 requirements have been properly implemented and maintained by the audited organization, and that the organization seeks continuous improvement. Annual assessments of the organization are required to maintain the certification.

This quality management effort, in its first two years, has produced numerous improvements for the Department including:

- Improved control and electronic tracking of documents and records;
- Improved communication of strategic goals throughout the organization;
- Implementation of effective objectives and measures in all areas to drive continual improvement of core processes;
- Improved customer complaint processes and service satisfaction measures to ensure the Department maintains a customer focus;
- The creation of dynamic manpower staffing models to predict future manpower needs based on anticipated workloads;
- Improved documentation of key processes to promote effective knowledge management and improved productivity.

IDOT in 2008 and 2009 will seek to expand the ISO 9001:2000 registration within the Central Office and two additional Districts.

As a measure of the effects of such changes, the annual IDOT employee survey seeks to assess and compare employee attitudes about work-related issues. Results from 2005, when ISO certification was

initially achieved, to 2007 suggest that improvements such as those leading to the ISO certification are helping the agency improve operations in key areas as responses to the following issues showed significant gains in agreement among IDOT staff:

- Work goals aimed at customer satisfaction: up from 75% in 2005 to 82% in 2007;
- Overall job satisfaction: up from 64% in 2005 to 75% in 2007;
- Involvement in decisions affecting my work: up from 57% in 2005 to 65% in 2007;
- Effective internal communications systems: up from 60% in 2005 to 70% in 2007.

Organization and Responsibilities

IDOT is developed around a functional organizational concept with seven Offices providing staff support to the Secretary and four modal Divisions.

• Offices

Business and Workforce Diversity
Chief Counsel
Finance and Administration
Governmental Affairs
Planning and Programming
Operations and Communications
Quality Compliance and Review

• Divisions

Aeronautics
Highways
Public and Intermodal Transportation
Traffic Safety

The mission of IDOT is to provide safe, cost-effective transportation for Illinois in ways that enhance the quality of life, promote economic prosperity and demonstrate respect for our environment. The department strives to achieve this mission by making these guiding principles the hallmark of its work: Safety, Integrity, Responsiveness, Quality, and Innovation..

Underlying strategic objectives seek to:

- Provide cost-effective, quality highways and services to the highway user.
- Minimize inconvenience to travelers as construction, resurfacing and other improvements take place.
- Integrate concern for the environment and quality of life of Illinois citizens in the transportation planning process.
- Improve communications and other processes within IDOT.
- Increase public awareness and involvement through improved external communications.
- Coordinate programs and services better.
- Pursue technological innovations which will allow IDOT to more effectively address urban congestion problems, to explore new or existing modes and alternatives that increase the efficiency of the existing

system and to make better use of highway building materials and new designs.

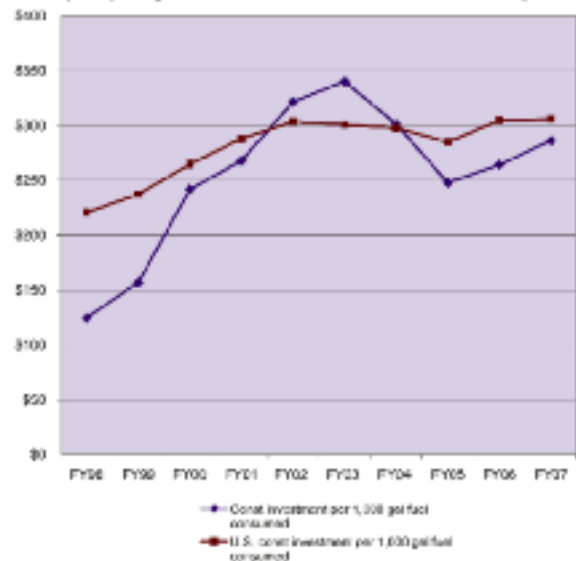
- Improve safety for travelers and transportation workers.
- Continue the state's role to preserve Illinois as one of the nation's major airline hubs by fostering the development of a new third airport in northeast Illinois.
- Make capital resources available for highway improvements that will be a positive force in the location, selection or expansion of existing or new industrial/economic development projects or tourism developments. Although economic development policy applies in both job creation and job retention situations, its use has been primarily focused in the job creation arena.
- Provide a stable base of transit operating assistance and capital funding to ensure the availability of public transportation throughout the state to serve individuals unable to use automobiles and to reduce congestion and improve air quality.
- Preserve and enhance rail passenger service in Illinois and continue the development of a high-speed rail system between Chicago and St. Louis as part of a balanced transportation system.

The Department of Transportation plans and implements capital improvements and owns and operates the Illinois state highway network. Public transportation, airports and rail service are under the broad oversight of IDOT but are operated by local units of government or other entities. Illinois provides funding for capital airport improvements, some passenger rail services and public transportation to preserve and enhance those transportation assets. Additionally, the state provides financial operating assistance to public transportation carriers.

Because the department is the operator of the state's highway network, the department has developed five strategic capital investment priorities which govern the allocation of state and federal funding for capital improvements on the 16,000-mile state highway system and to accomplish the mission of the Division of Highways:

1. Preservation and modernization of the Interstate highway system.
2. Preservation and modernization of the U.S. and Illinois marked route highway system – the state's backbone highway network.
3. Preservation and modernization of the Illinois unmarked highway system.
4. Expansion/add lanes improvements to reduce congestion.
5. Construction of new principal arterial routes to enhance economic development.

Annual Highway Construction Investment per 1,000 Gallons of Fuel Consumed (Comparing Illinois and U.S. Construction Investments)



ILLINOIS' TRANSPORTATION SYSTEM

- Nearly 140,000 miles of roads and streets and more than 26,400 bridges carrying nearly 300 million vehicle-miles of travel daily.
- 52 public transit systems with 5,700 transit vehicles serving nearly 600 million passengers a year.
- 52 privately owned freight railroad companies operating on more than 7,380 miles of rail line.
- 12 privately owned intercity bus companies.
- 83 public airports (11 with commercial air service) and 54 private airports.
- Nearly 1,900 miles of the more than 16,000-mile state highway system are suitable for bicycling.
- 140 intermodal freight transfer facilities and 35 major passenger intermodal transfer points for intercity rail, bus and air transportation.

Illinois' transportation system includes privately and publicly owned and operated facilities. For more than a century, Illinois' central location within the United States and its historical prominence in agriculture, manufacturing, and commerce have spurred development of an extensive and highly used system of transportation and services.

Annual Miles of State Highway Pavement Improved in Illinois



DIVISION OF AERONAUTICS



Director Susan Shea

Mission

To regulate and supervise all aeronautical activity within the state. The Division, empowered by the Illinois Aeronautics Act, encourages, fosters and assists in the development of aeronautics in the state and encourages the establishment of airports and other air navigation facilities. The Division provides safe,

efficient and reliable air transportation for Constitutional Officers and employees of the Division, Department and agencies of state government.

Responsibilities

The Division of Aeronautics is responsible for coordinating and implementing programs concerning air safety, airport construction and other aeronautical-related areas in the state. The Division operates the state-owned executive air service, and it cooperates with local law enforcement and other agencies throughout the state to provide emergency or disaster-related air service as needed using the state fleet of utility aircraft.

AIR TRANSPORTATION

Illinois has 136 airports which provide service to the general public. Eighty are publicly owned and operated and 11 of them offer regularly scheduled airline service. In 2006, Chicago's O'Hare International Airport saw nearly 50 million passenger enplanements and currently ranks as one of the world's busiest airports. Numerous domestic and international airlines serve it. O'Hare Airport also plays a major role in national and international freight shipments. O'Hare's cargo facilities handle more than 1.6 million tons of freight and mail annually. Recently the FAA approved a Record of Decision allowing for the redevelopment of O'Hare to reduce congestion and provide additional airfield capacity.

IDOT is currently working with the Federal Aviation Administration to create an Airport Master Plan and develop a new commercial service airport in Chicago's south suburbs.

South Suburban Airport: Status/Summary

General Information:

- Field Office has been established. Allows for on-site presence; enhances community outreach.
- Bureau of the South Suburban Airport created within the Division of Aeronautics in 2006.
- Security - Patrols continue. Overall, security incidents and property damage have been minimal. Incidents included a burned boat abandoned on state property.

- Reports: The SSA Team provides numerous reports on the status of the SSA project. These reports range from weekly briefings to monthly summaries to special request packets.

Land Acquisition:

- Land Acquisition Status:
Total Land Purchased to Date:
 - 1,940 Acres – about 45 percent of the land needed for inaugural airport
- An Ombudsman has been hired to assist land owners in understanding their legal rights.

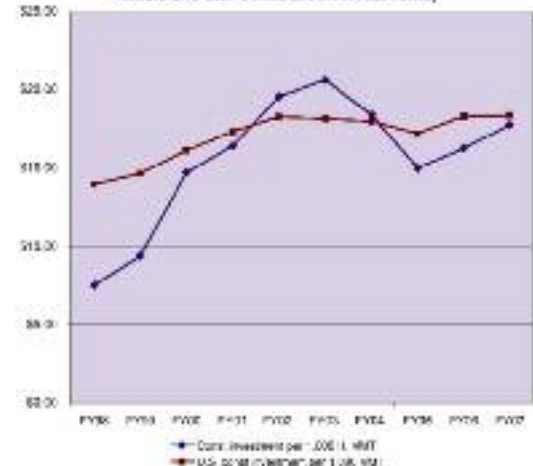
EIS/Master Plan

- Airport Layout Plan was submitted to the FAA for airspace review in February 2007.
- Tier 2 Environmental Impact Statement (EIS) under way.
- Master Plan under way. Work on revision to concept alternatives analysis to follow ALP submittal.
- The Socio-Economic Impact Assessment was delivered to the Federal Aviation Administration in October 2006. The report summarizes economic changes that are forecasted as a result of construction and operation of the airport.

Communications:

- Open Door Policy: The SSA Team has numerous discussions with local landowners and elected officials to keep them apprised of the project status. On several occasions, team members have made themselves available after-hours to meet with concerned elected officials, attend municipal meetings, and hold private meetings with concerned citizens.
- Website: The project actively maintains a web site designed to inform the public of the latest SSA-related developments. The site contains information and documentation regarding the ongoing Master Plan, the Environmental Impact Statement, and an interactive Land Acquisition section where land owners can view up to date details regarding property acquisition.

Highway Construction Investment per 1,000 Vehicle Miles Traveled (Comparing Illinois and U.S. Construction Investments)





Director Michael Stout

Mission

To formulate, coordinate and deliver information, services and programs which will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.

Responsibilities

The Division of Traffic Safety (DTS) is responsible for providing Illinois motorists, cyclists and pedestrians with the safest possible highway environment. The Division develops and oversees regulations in areas of crash reporting, hazardous materials transportation, vehicle inspection, motor carrier safety, school bus construction, safety responsibility and cycle rider training. IDOT uses the Division's crash data extensively as the foundation for formulating its annual highway construction program. Through this Division, IDOT has been the lead agency in implementing the state's Primary Safety Belt Law. The Division allocates federal funds to other state and local agencies for programs aimed at reducing accidents, fatalities and injuries, as well as Federal Motor Carrier Safety Assistance Program grant funds.

Highlights

Motor Vehicle Fatalities

A continuing decrease in traffic fatalities made 2007 the safest year on Illinois roadways since 1924, following a similar benchmark in 2006. Since the Illinois Primary Seat Belt Law was enacted by Gov. Rod Blagojevich in 2003, crash fatalities have declined significantly in Illinois. An average of more than 200 fewer traffic deaths occurred in Illinois in each year, 2006 and 2007, compared to the number of fatalities in 2003.

The IDOT Division of Traffic Safety (DTS) is committed to reducing the number of fatalities even further with the ultimate goal of reducing fatalities to 1,000 by the end of 2008.

IDOT Traffic Safety officials continually work with the Secretary of State (SOS) and legislators through the Governor's Office to support legislation to reduce fatalities on our highways. Tougher laws on teen driving issues were enacted in 2007, including requirements for longer driving time behind the wheel, passenger and phone restrictions, and curfew limitations.

DTS also is working closely with local law enforcement agencies for increased enforcement and motorist education. DTS has funded the Illinois State Police's (ISP)

Motorcycle Enforcement Bureau and supported aggressive enforcement and public information campaigns to alert the motoring public to buckle up, to not drive impaired and to obey the speed limit.

We are launching an aggressive campaign to lower the number of motorcycle-related fatalities and injuries. For the past 30 years, the DTS's Cycle Rider Safety Training Program has trained thousands of riders through programs offered at universities throughout the state. In 2007, 15,429 motorcyclists completed this program. DTS will continue with the Motorcycle Advisory Council (MAC) in 2008. The MAC will address key issues including: helmets, rider-visibility, speed and rider training. During 2007, there have been 157 fatalities associated with motorcycle crashes occurred in Illinois, an increase from 132 fatalities in 2006. This is a national trend.

The DTS will continue to utilize federal funds for motorcycle safety education, training and public awareness. In 2007, DTS used Section 2010 funds for the purchase of additional motorcycles for training and the purchase of promotional materials associated with our "Don't Drink and Ride" campaign and the general "Start Seeing Motorcycles" campaign aimed at motorists. DTS staff will continue to reach out to the motorcycling community by educating the public at motorcycle events such as the Springfield Mile. DTS will also be expanding the Cycle Rider Safety Training Program in the Metro-Chicago and Metro-East St. Louis areas due to high demand.

Safety Belt Usage

DTS believes the best way to achieve the goal of reducing injuries and fatalities on Illinois roadways is by increasing safety belt use, reducing speed and not driving impaired. Illinois safety belt usage rate for 2007 was 90.1 percent. IDOT's goal for 2008, as detailed in the Highway Safety Plan, is 91 percent or more. DTS plans to achieve the 91 percent safety belt compliance through a combination of increased enforcement and high-visibility outreach. Plans are already under way to sign up 75 percent of Illinois law enforcement agencies in the Click It or Ticket campaign. DTS also is developing a toolkit for use by all law enforcement agencies to assist in promoting Click It or Ticket at the local level.

Illinois' Click It or Ticket Campaign, along with the National Highway Traffic Safety Administration's (NHTSA) campaign for 2007, began in early May and concluded in mid-June. The statewide safety belt usage rate is determined by pre- and post-observational surveys which are conducted in conjunction with paid and earned media blitzes. Increased law enforcement, utilizing Illinois State Police and local law enforcement agencies throughout the state, as well as extensive public education, will emphasize the importance of vehicle passengers wearing safety belts.

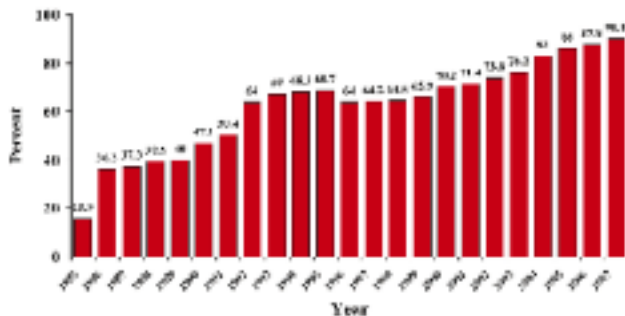
DIVISION OF TRAFFIC SAFETY

Planning for the May 2008 campaign includes increased nighttime enforcement zones, rural enforcement zones, as well as a large number of safety belt enforcement zones throughout the state. Law enforcement agencies participating in Click It or Ticket will be asked to conduct 25 percent of their safety belt enforcement zones during the hours of darkness. According to NHTSA, 59 percent of motorists killed during the nighttime hours of 6 p.m. and 6 a.m. are unbuckled. Resources will be shifted to address this problem. A statewide media campaign will include press events, radio/television commercials as well as newspaper articles and live interviews.

The following chart illustrates that an increase in safety belt use directly relates to a decrease in fatalities.

The statewide safety belt survey was conducted at 258 sites during June 2007. Of the total of 135,722 front seat occupants observed in passenger cars and pick-up trucks, over 90 percent were wearing safety belts. The collar counties had the highest usage rate at 92.3 percent followed by the downstate counties at 89.4 percent. Cook County, excluding the city of Chicago, had a usage rate of 88.2 percent, while the city of Chicago had the lowest usage rate at 86.8 percent. Figure 1 shows a direct relation to increased belt use and a decrease in fatalities.

Front-Seat Occupant Restraints
Safety Belt Usage Rates: 1985-2007



Impaired Driving

According to NHTSA estimates, Illinois' percentage of crash fatalities involving alcohol increased from 43 percent in 2005 to 47 percent in 2006. This percentage increase was due to Illinois' overall fatalities dropping to 1,254 and estimated alcohol-involved fatalities decreasing from 595 in 2005 to only 594 in 2006. Impaired driving is also showing improvement on the national level as alcohol-related fatalities increased in 2006. Clearly, Illinois and the nation have a tremendous amount of work remaining in the impaired driving arena.

In 2007, DTS continued its strong support of an aggressive You Drink & Drive. You Lose campaign on major holidays during which a spike in impaired driving

fatalities occur. DTS staff participated in many events in an effort to keep the, don't drink and drive message in the public spotlight. Events involved were the Super Bowl, Cinco de Mayo, NASCAR races and numerous other events throughout the year. In addition, many other initiatives were started in 2007 including working with SOS to implement the ignition interlock law, effective January 1, 2009; a comprehensive, statewide standard field sobriety testing program for DTS impaired driving enforcement grantees; a renewed effort to increase BAC testing of individuals involved in fatal crashes and planning for a statewide DUI Task Force. Unfortunately, the impaired driving problem has no silver bullet solution so many initiatives begun in 2007 will continue to evolve in 2008 and coming years. Following are a few of the initiatives DTS looks forward to pursuing in 2008.

First and foremost, DTS will continue its support of a strong enforcement and public education program reminding those people who choose to drive impaired in Illinois they can expect to be arrested. In 2008, DTS will pursue making this effort even stronger by looking at ways to make impaired driving enforcement across the state more highly-visible thus increasing even further the perception that you will be arrested if you drive impaired. DTS will also continue to support enforcement with paid media and earned media efforts, creating the highest possible deterrent effect to those who would get behind the wheel or operate a motorcycle while impaired.

Also in the coming year, DTS will work hard at implementing some new and innovative ways to combat the impaired driving problem. Examples of this include DUI Courts, Screening and Brief Intervention programs and strong emphasis on Illinois' new ignition interlock law that will essentially require an interlock device for every DUI offender seeking driving relief during his or her suspension.

Illinois Fatalities
1920 - 2007





Child Passenger Safety (CPS)

The statewide child safety seat usage rate increased to 87.2 percent in 2007. Illinois ranks among the top three states in the nation for the highest number of certified CPS technicians. Statewide there are 1738 certified child passenger safety technicians (CPS) and 62 child passenger safety technician instructors. Illinois leads the nation in the number of technicians who recertify after their two year certification expires with a recertification rate of 47 percent. On average, 28 child passenger safety technician certification courses are held per year along with three CPS technician update courses per month. In 2007, Illinois hosted a child passenger safety conference with 340 technicians in attendance. The efforts of Illinois' certified child passenger safety technicians are supported by seven Regional Occupant Protection Coordinators along with the State and the Assistant State Occupant Protection Coordinator. The Regional Occupant Protection Coordinators are instrumental in disseminating the occupant protection message as well as the impaired driving message at events statewide. They are also a critical part of our earned media campaign during the mobilizations.

Crash Reporting

Over the last year, the Division of Traffic Safety (DTS) has made numerous strides in entering crash reports into the Crash Information System (CIS) more quickly. Several factors have played a key role in the timely entry of crash reports into the system.

Currently, DTS is 25 to 28 days behind the date of the crash. When a crash occurs, the report submitted to DTS is entered into system. Before the recent ice and snow storms, Traffic Safety was 25 days behind the date of the crash, which is an incredible accomplishment from being backlogged nine months in early 2006.

The Statistical Coding Unit within the Bureau of Safety Data and Data Services is entering November 2007 reports into the system and the Location Unit is coding

crashes from August 2007 reports. In early 2007, DTS was able to hire nine permanent employees in the Statistical Coding Unit to help enter crash report information into the system. Hiring these additional employees in this unit was a major accomplishment for DTS. These individuals have helped deplete the crash report backlog tremendously.

DTS worked with SOS, ISP and the union to install the LEADS system in the Statistical Coding Unit to allow reports to be entered faster through an electronic transfer of data. This process was implemented in February. To assist in the success of LEADS, DTS combined Pre-Entry and Main Entry into Data Entry. Combining these two work steps into one work step would enable the employee to complete a case in its entirety. With two separate work steps, an employee would work on part of a case and then it would be sent to someone else to finish the case. With Data Entry, a crash report is worked once rather than twice.

Over the last several months, approximately 8,000 crash reports per month have been sent in electronically to DTS through the Mobile Capture & Reporting System (MCR). If DTS continues to receive electronic reports at this rate, DTS will receive 20 to 25 percent of the crash reports electronically. ISP is our biggest MCR user and sends in 90 percent of their reports electronically. In order to encourage other police agencies to use MCR, DTS has a grant available for in-car printers for agencies that adopt MCR. In FY 2007, DTS had 31 grants—a total of more than \$500,000. Currently for FY 2008, DTS has 15 grants for nearly \$164,000, an additional 10 grants are under review, and two grants are ready to be voted on by the Highway Safety Planning Committee.

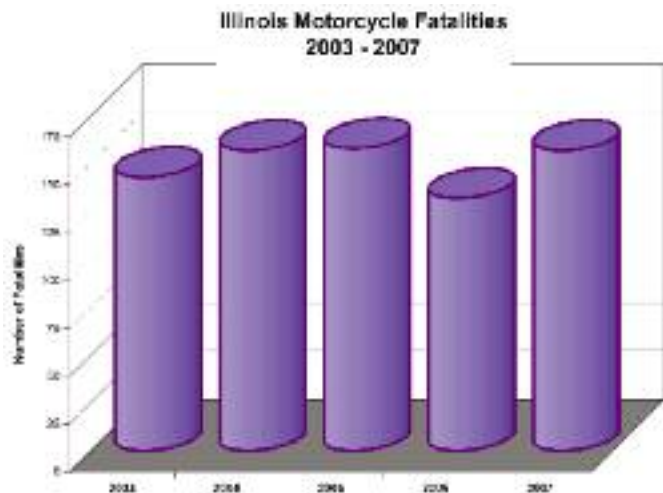
DTS is working with the Chicago Police Department (CPD) to submit their crash reports electronically using an Extensible Markup Language (XML) formatted report. By early 2008, CPD was expected to complete the backend work of this project. CPD will soon begin training its cadets and additional districts on XML. When CPD fully implements MCR in all of their districts, DTS will receive 50 to 55 percent of the crash reports electronically.

Photo Enforcement

Since its implementation in 2006, IDOT's photo enforcement program has given local governments the ability to use photo enforcement at railroad crossings, which provides local governments a new and effective high-tech tool to improve traffic safety and free limited police resources for other duties.

The new law gives local governments the authority to use photo enforcement to crackdown on drivers who ignore warning signals and go around lowered railroad crossing gates.

DIVISION OF TRAFFIC SAFETY



The law gives IDOT and the Illinois Commerce Commission the authority to work with counties and municipalities to establish a system of automated enforcement at railroad crossings. The system consists of a camera or cameras at a rail crossing that capture pictures of vehicles and drivers that drive around lowered gates or stop on railroad tracks.

When a violation is recorded, the owner of the vehicle is mailed a Uniform Traffic Citation. A first violation of this provision is punishable by a \$250 fine or 25 hours of community service. A second or subsequent violation leads to a \$500 fine and up to a 6-month suspension of vehicle registration.

Commercial Vehicle Safety

DTS hired 15 Motor Carrier Safety Compliance Officers. Motor Carrier Safety Compliance Officers and the ISP conducted 76,745 vehicle inspections which resulted in 12,524 trucks being put out of service. The additional compliance officers will increase our ability to conduct more inspections and remove dangerous vehicles from Illinois roadways.

Approximately 6,000 non-scheduled school bus inspections were conducted by DTS vehicle inspectors. These were in addition to the approximately 50,000 safety inspections performed at the 125 public official testing stations throughout the state. Plans are underway for increased education and inspections for our school bus drivers/passengers. Also completed in 2007, all school bus inspectors have been trained.

Federal Grants

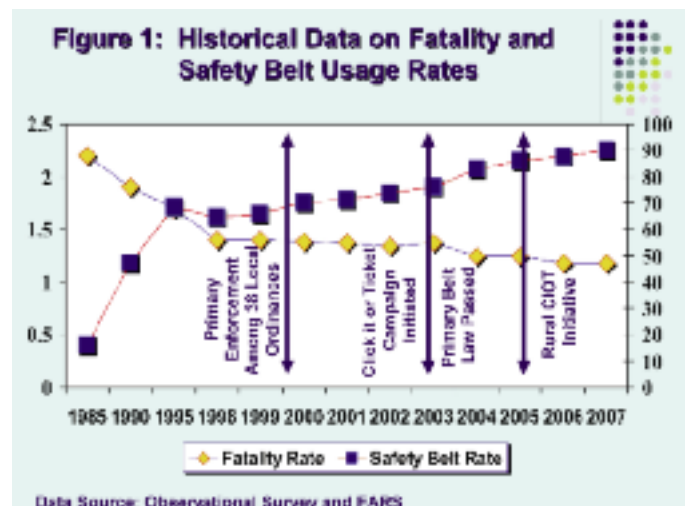
Child Safety and Child Booster Seat Incentive Grants

Section 2011 of SAFETEA-LU establishes a new incentive grant program to make grants available to states that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that



meets the requirements prescribed under section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772). These grant funds may be used only for child safety seat and child restraint programs.

Illinois did not qualify for federal SAFETEA-LU incentive funding for FY 2007 in regards to our booster seat law because our law contained, "an impermissible exemption" that exempted drivers from the law if the child's parent did not provide a child restraint. To qualify for this funding, IDOT proposed an amendment to the Child Passenger Protection Act in the spring 2007 legislative session to delete language that exempted drivers from the repercussions of transporting children without child safety restraints if a restraint is not provided by the parent. This law goes into effect on January 1, 2008 and IDOT will re-apply for the Section 2011 funds by July 1, 2008.



DIVISION OF TRAFFIC SAFETY

Traffic Records

Traffic Records Executive Committee

The Traffic Records Coordinating Executive Committee implemented a Charter, as well as a Memorandum of Understanding for the Illinois Traffic Records Coordinating Committee, incorporating efforts to coordinate and analyze traffic records among multiple state and local agencies.

Statewide Traffic Records Coordinating Committee

DTS continued the coordination of a multi-agency Illinois Traffic Records Coordinating Committee which provides a forum for review and comment of traffic records issues within the state of Illinois. This coordinating committee includes representatives from all the essential public and private organizations and members serve on one of four subcommittees (Human Factors, Engineering Safety, Information Systems, Data Quality and Crash Outcome Data Evaluation System).

Specific Traffic Records Accomplishments

Bureau of Information Processing at IDOT under the direction of the ITRCC has developed interactive database system entitled "Safety Data Mart". The Safety Data Mart will include GIS as a main mapping tool.

All the MCR reports are electronically entered into Crash Information System (CIS). In addition, DTS inventoried and identified the availability of other electronic data collection systems at the local police departments. DTS contractors have been working with the local agencies to receive their data electronically through XML.

Starting 2007, all the EMS facilities are using one form. Under the direction of the ITRCC, the Illinois Department of Public Health (IDPH) is working to upgrade the EMS

data collection form in order to be in compliant with the National EMS Information System (NEMSIS) requirements. In addition, IDPH has been awarded a grant to improve the EMS data collection process.

IDPH is working toward this recommendation since receiving Section 408 funding in FY 2008.

Crash Outcome Data Evaluation System (CODES) Grant at IDOT--The National Highway Safety Administration (NHTSA) recently awarded the Illinois Department of Transportation (IDOT) a grant to develop a CODES (Crash Outcome Data Evaluation System) program in Illinois. This project is based on collaboration between IDOT and IDPH. Under this grant, DTS has linked existing traffic crash records with health care data sources from trauma registry and hospital discharges. The linked database will be used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries (e.g., head, neck, upper extremity and lower extremity), and health care costs resulting from motor vehicle crashes. So far, DTS has been able to link the 2002 crash data to the hospital discharge data. Results of the linked data have been presented and published. We are in a process of linking the 2003 crash data to 2003 hospital discharge data. We hope the CODES Advisory Group will promote the accessibility of the data. In addition, IDOT provided funding for IDPH to develop a web-based data query and interactive system to promote accessibility of the health care data.

In June 2007, DTS submitted a comprehensive Section 408 data improvement application for funding from NHTSA. In September 2007, Illinois was awarded more than \$1 million in grants to improve traffic safety-related data bases.



OFFICE OF PLANNING & PROGRAMMING



Director Dick Smith

Mission

In cooperation with federal, state, regional/local agencies and the public, the Office of Planning and Programming develops and maintains a continuing, comprehensive, and multi-modal (highway, public transportation, rail and airport) integrated planning and programming process for efficient and economical transportation services.

Responsibilities

The Office of Planning and Programming (OP&P) is responsible for long and short-range planning needs assessment and analysis and development of transportation improvement programs. This work includes development of the annual and multi-year Highway Improvement Program, multi-year improvement programs for public transportation, airports and rail, the capital grants budget for airports and public transportation, implementation of the rail freight and passenger programs, and direction of metropolitan planning programs. This Office is also responsible for development of IDOT's positions for federal legislative programs and strategies.

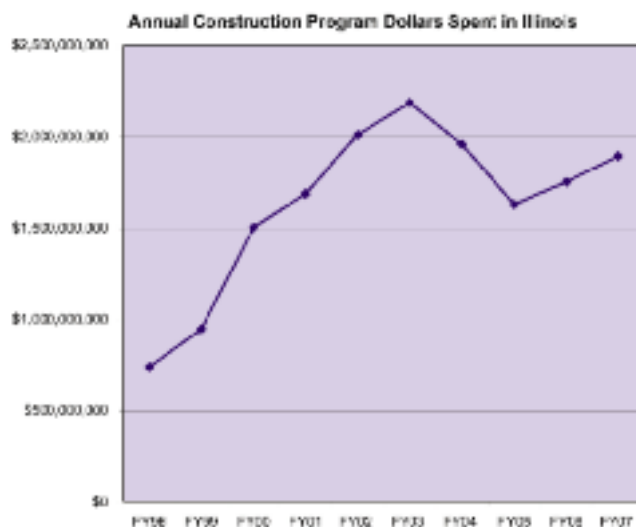
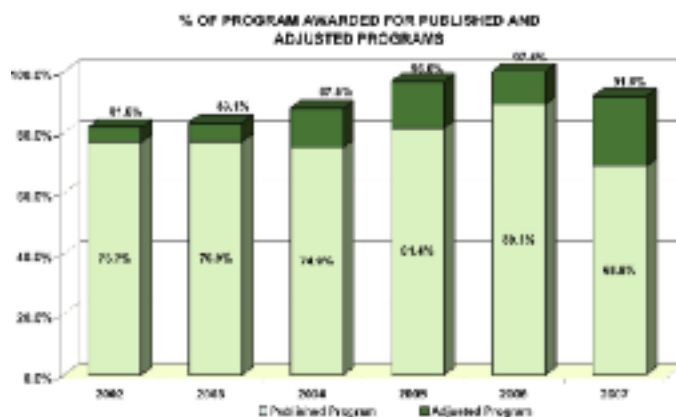
Here are a few of the specific things OP&P is responsible for:

- Preparation of annual and multi-year capital programs for highways, rail public transportation and airports.
- Assistance to the 14 metropolitan planning organizations in Illinois in meeting the federal and state planning requirements.
- Analysis of roadway condition information, one of the major inputs in the highway programming process.
- Maintenance of roadway and bridge data systems for the state (IRIS and ISIS).
- Development of traffic counts on state roads.
- Mapping and Geographic Information Systems, including the official state highway map.
- Maintenance of the grade crossing inventory for Illinois in cooperation with the Illinois Commerce Commission.
- Monitoring of transportation-related activities in Congress, including single-year and multi-year authorizations for highways, transit and aviation.

Accomplishments

- Monitor transportation related activities in Congress, including the multi-year authorizations for highways, transit and aviation, as well as annual spending bills.

- Exceeded IDOT's Highway Program goal for 2007 improving 908 miles of roadway improvements compared to 597 miles promised. Also improved were 274 structures. Included in these improvements are the reconstruction of I-90/94 Dan Ryan Expressway in Chicago for \$319.7 million; a new bridge deck on the Abraham Lincoln Bridge over the Illinois River for \$30.8 million; and new construction on IL 336 from 1 mile west of the Hancock County Line to US 136 east of TR 226 for \$76.5 million.
- During FY 2007, the department accomplished 91.8 percent of the adjusted highway program.
- Through the 1st quarter of FY 2008 the department awarded \$525.2 million or 25 percent of the program. This allows IDOT to improve 396 miles of roadway and 63 bridges. Included in these awards are the widening and resurfacing of I-55 from I-80 to Black Road for \$25.7 million; the resurfacing and patching of I-94 Edens Expressway Old Orchard Road to I-90 (Kennedy Exp- ressway) for \$18.8 million; and the reconstruction of IL 60 (Town Line Road) over I-94 (Tri-State Tollway) from Riverwood Boulevard to Field County for \$18.5 million.





Context Sensitive Solutions

Over the past several years, the department has been implementing its Context Sensitive Solutions (CSS) strategy. All implementing Divisions and Offices (Highways, Aeronautics, Public and Intermodal Transportation, and Planning) adopted formal procedures for the implementation of CSS. The Bureau of Local Roads and Streets also added sections regarding CSS to the Bureau of Local Roads and Streets Manual.

Three separate training classes were developed: a half-day CSS Awareness class, a two-day CSS Approach class and a half-day Local Agency class. The Awareness class was taught in all nine districts and in the central office to almost 300 department employees. Two additional classes were held for over 90 consultant employees. The Local Agency class was taught to almost 200 Local Agency employees. Approach classes were held with more than 200 department employees and consultants in attendance. Six more Approach classes are scheduled for 2008, and the other classes will be taught as needed. Also in 2008, Local Agencies and Resource staffs are beginning to participate in the Approach class. A CSS on-line training course is being developed through the Illinois Center for Transportation. The IDOT CSS website has been updated.

As a result of our efforts, IDOT has received national recognition for its CSS activities. The department received the Award of Excellence in Urban Highways as a result of the FHWA's Excellence in Highway Design Awards Program for the Reconstruction of South Lake Shore Drive. IDOT was recognized at the American Association of State Highway Transportation Officials' (AASHTO) Annual Meeting in Portland, Oregon, as a notable practice in CSS organizational integration for its Balanced Scorecard approach to CSS. Most recently, the department's paper, "Context Sensitive Solutions Strategic Plan for the Illinois Department of Transportation" was selected for presentation at the Transportation Research Board's 86th Annual Meeting in Washington, DC.

Chicago Area Planning

In August 2005 the Illinois General Assembly approved Public Act 94-0510 that called for the consolidation of the Northeastern Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS) in order to better integrate land use planning and transportation planning. The Office of Planning and Programming assisted in the merger of CATS and NIPC to create the Chicago Metropolitan Agency for Planning (CMAP) in order to carry out a beneficial planning process for the Chicago Region.

In October 2007 the General Assembly approved Public Act 95-0677 and created the Comprehensive Regional Planning Fund. The funding of \$5 million has been distributed to Northeastern Illinois (\$3.5 million) and Downstate and rural planning agencies (\$1.5 million).

Statewide Planning

The Office of Planning and Programming has continued to coordinate with the other 13 Metropolitan Planning Organizations across the state in order to comply with the provisions of the federal highway and transit act known as SAFETEA-LU. SAFETEA-LU required numerous changes to the planning process.

Over the past year the office was able to help the downstate MPOs identify and implement the key changes to the planning process and help the MPOs in these changes. Those activities include the creation of planning process for: environmental mitigation efforts, human service transportation plans, transportation system management and operation procedures, separating safety and security planning requirements and implementation of congestion management in the planning process. This office has also worked closely with the Federal Highway Administration to make sure that all requirements were met and the overall planning process was federally approved.

Percent of Illinois State Roads and Bridges in Acceptable Condition (Annual)



Economic Development Program

IDOT has funded several critical projects through the Economic Development Program (EDP). This program provides assistance to communities to aid in their infrastructure improvements thereby giving companies the opportunity to locate and bring valuable employment opportunities to the area. From July 2006 to June 2007, IDOT funded 18 EDP projects across the state. The types of companies that are requesting assistance range from manufacturing and distribution centers to ethanol and bio-diesel plants. These 18 projects have brought approximately 890 new jobs to Illinois and retained 370 jobs for our state. IDOT has provided more than \$18.5 million in EDP funds to these companies. Another component to the EDP program is a special set aside funding for these communities to receive Truck Access Route Program (TARP) funding. This program allows the communities to receive funding to bring their roadways up to 80,000-lb. truck route standards. IDOT provided nearly \$1.1 million in TARP funds to communities statewide in 2007.

A project vital to the city of Lanark and Carroll County was the location of Medallion Cabinetry Co. These cabinetry builders located their facility in August 2006 and committed to add 70 new jobs to their company. IDOT committed nearly \$600,000 in EDP funds for the

extension of 1,600 feet of Leland Street from Route 73 to the entrance of the company. IDOT also committed \$33,000 in TARP funding to this project.

In December 2006 IDOT provided more than \$1.5 million in EDP funding and \$525,000 in TARP funding to Champaign County for the city of Royal to provide assistance in upgrading County Highway 22 from US 136 to County Highway 20. This project provided assistance for the Illini Ethanol Co. which committed to bring 40 new jobs to the area. These and many more projects are critical in sustaining growing employment levels and aids in the development and economic expansion of many communities throughout the state of Illinois.

Airport Construction

In FY 2007, the State of Illinois received \$130.8 million in federal aviation funds and IDOT was able to put 45 percent of the projects in the FY 2007 program under contract.

Projects funded from federal aviation funds in FY 2007 include two runway extensions, two new taxiways, 11 runway rehabilitations, eight taxiway rehabilitations and three apron rehabilitations.





Director Ann Schneider

Mission

To provide timely, high-quality services to the Divisions and Offices of IDOT in support of their efforts to achieve the Department's overall mission, while ensuring compliance with departmental policies and state law – Service, Accountability and Flexibility for the Future.

- Improved communications between IDOT and CMS with the procurement units. For example, CMS has agreed to involve IDOT in decisions on major equipment purchases (large equipment and vehicles) prior to finalizing bid solicitations.
- The Department's library was reorganized, reopened and renamed in 2007. The library is now known as the IDOT Policy and Research Center. The transformation is under way to once again have this great information resource available for all IDOT staff, and the Department's Rolling Prairie Certification has been restored.

Bureau of Budget & Fiscal Management

Accountable for directing the evaluation of Departmental funding through fiscal and budget analysis, managing federal accounts for highway program reimbursements, and performing contract and special audits

2007 accomplishments include:

- Processing of 2,800 transactions to ensure that all federal regulations were met in time to avoid losing funding eligibility, which resulted in IDOT recouping \$1.1 billion of earned cash reimbursement for projects from the federal government.
- Implementation of interim and regular budgets for FY 2008, and an enhanced budget request system to collect more detailed and fully explanatory data in order to support the FY 2009 request.
- Provided financial analysis for Governor's Office capital program proposals, and General Assembly transit funding proposals.

Responsibilities

The Office of Finance and Administration is responsible for developing and administering IDOT's approximately \$8 billion budget (one of the state's largest non-educational budgets), managing the personnel system for more than 5,500 full-time, permanent employees, and providing centralized business services and facilities management. In addition, this Office directs the overall administration of IDOT's various programs for small business utilization and provides data processing capabilities required to meet IDOT's management and engineering needs.

Finance and Administration 2007 Accomplishments:

- Creation and implementation of the 2007-08 recruiting plan to further diversify the Department.
- Directed the creation of the first annual IDOT Career Day, hosting hundreds of area high school students and informing them about career opportunities at IDOT.
- Worked with GOMB and the Governor's Office to create the opportunity for recruiting engineering students from underutilized groups at predominantly minority/female schools nationwide. These efforts resulted in 71 percent of the first 21 offers in District 1 going to prospective employees from underutilized groups.
- Began procurement for a new oversize/overweight permitting system to ease pressure on the permit and bridge offices.

Bureau of Business Services

Accountable for contract management and procurement tracking as well as directing Department-wide business services.

2007 accomplishments include:

- Reorganization of the Capital Improvements Unit. Two civil engineers have been added and information is being entered into the Department's collaborative internal web site. The final touches are being made to the new site and a demonstration will be forthcoming. The new format for project submission and the selection committee process is working well and has been a giant step in the right direction.

**FY 2007 IDOT New Appropriations
by Category**
Total New Appropriations = \$4,624 Million
(\$ in Millions)





Bureau of Information Processing

Accountable for administering a comprehensive statewide data processing system to meet Departmental administrative and engineering needs.

2007 accomplishments include:

- The centerpiece of BIP's goals and objectives is to provide users improved access to key information. One way to achieve this goal is by offering users self-service software solutions. For example, Microsoft Sharepoint is available to all computer users enabling hundreds of team sites for collaboration. Secure intranet applications were developed that provide users the ability to access leave balances and pay stubs. Significant progress was made in the development of many more self-service applications.
- In order to provide mission-critical services to the divisions and offices of IDOT, Data Marts were developed that will house Finance/Accounting, Construction and Safety data. These Data Marts use current technologies such as the web browser and other common software applications which offer self-service solutions to the user. Additionally, BIP has made great progress in the development of business intelligence technologies to further enhance the user's ability to access key data in a timely way.
- Due to the focused attention on confidentiality and security, BIP developed an IT Security Awareness Program that will be made available via the intranet. This program is designed to educate all employees in the appropriate use, protection and security of information. Confidentiality, integrity, and the availability of information assets, are key components of this program.

Bureau of Personnel Management

Accountable for administering Departmental technical personnel policies and programs, overseeing the Labor Relations program as well as the administration of the rules and regulations for code personnel.

2007 accomplishments include:

- Recruitment throughout the United States to find the best and brightest civil engineering candidates for 50 statewide positions based from Schaumburg to Carbondale.
- In May, the Bureau hired six Spanish-speaking Highway Maintainers to assist the growing Hispanic population in the Chicagoland area.
- In cooperation with Employee Services, successfully coordinated the first annual IDOT Career Day at the Hanley Building. During Career Day, more than 200 students from diverse backgrounds learned more about the Department and its daily functions as a state agency.





**Director Ellen
Schanzle-Haskins**

Mission

To provide legal counsel to the Department on policy issues and proposed actions affecting any of its operating divisions or staff offices; to provide for the prosecution and defense of all litigation involving the Department in cooperation with the Office of the Governor, the Attorney General, and outside

counsel; to provide for the administration of tort liability claims, property damage claims and uncollectible receivables as well as processing lien and bond claims against contractors; and to provide coordination and administration of the purchase and service of all insurance policies for the Department's self-insurance program.

Responsibilities

The Office of Chief Counsel is responsible for providing legal counsel to IDOT on policy issues and proposed actions affecting any of its Offices and Divisions. This Office also administers tort liability claims, property damage claims and uncollectable receivables, and processes lien and bond claims against contractors.

LANDMARK LITIGATION

1. Northern Contracting v. State of Illinois

In a national landmark decision, the Illinois Department of Transportation won the constitutional challenge to its Disadvantaged Business Enterprise (DBE) program. The DBE program is designed to promote women and minority owned business in Illinois road construction. The DBE program was originally adopted by federal mandate and provides for respective states to assess discrimination in road construction and to set reasonably related goals on federal road construction projects to encourage women and minority owned businesses. In a ruling in the fall of 2005 by the Federal District Court Northern District of Illinois and ratified in 2007 by the Federal Appellate Court for the Seventh Circuit, the federal Courts ruled that the Illinois DOT program was constitutional and appropriate.

Key portions of the ruling:

A) UPHELD IDOT STAFF EFFORTS TO IDENTIFY DISCRIMINATION IN CONSTRUCTION:

While specifically citing to all of the research considered by IDOT in assessing discrimination, (IL. Tollway study, Missouri DOT study, independent study, materials from other cases) – which IDOT admitted into evidence to show the effects of past discrimination – the court was impressed with 3 public hearings held by IDOT and the anecdotal testimony gleaned from the hearings and surveys.

“In total, 187 people attended the three meetings, 57 witnesses testified, and an additional 10 people submitted written statements. The Judge spent a good deal of time discussing the important concerns expressed in these hearings and echoed in the trial – i.e. financing and insurance difficulties faced by DBEs, etc.” The court found (IDOT had proven) evidence of discrimination in Illinois construction.

“IDOT presented an array of statistical studies concluding that DBEs face disproportionate hurdles in the credit, insurance and bonding markets. . . . The results of these studies are consistent with the testimony of DBE owners. These witnesses discussed their difficulties obtaining financing, lines of credit, and insurance, as well as their beliefs that their experiences were linked to their race or gender. Disappointingly, . . . two female witnesses, both successful business owners, separately reported that they had been asked to present a male co-signor when applying for lines of credit. The DBE witnesses testified, further, that when they are able to obtain credit and insurance, their rates are higher than those applied to non-DBEs.”

B) FOUND THAT THE IDOT PROGRAM AND ITS SUCCESS ACCOUNTS FOR THE HIGH PARTICIPATION OF DBES IN ILLINOIS:

Plaintiffs argued that high participation from DBEs on goal subcontracting projects in Illinois showed DBEs are “over-utilized” and so there was no discrimination and hence, no reason for the program and goal. Based on the evidence and data supplied by IDOT, the court concluded that the high rate of DBE participation was not due to over-utilization, but attributable to IDOT's success with assisting DBEs:

“In light of this data, the court is convinced that the relatively high (or appropriately high) level of DBE participation on goals contracts (in Illinois) has resulted not from a lack of discrimination, but from the success of IDOT's DBE program”

IDOT engages in a variety of race and gender-neutral programs for small contractors. About this the court said:

C) RATIFIED IDOT's RACE NEUTRAL INITIATIVES:

“Such measures (race neutral) are important to ensure that a plan ‘discriminates against whites as little as possible consistent with effective remediation’ . . . This court is satisfied that IDOT has done its best to maximize the portions of its DBE goal met through methods unrelated to contracting goals.”

The Judge then talked extensively about the small business initiatives including the IDOT web site, small contractor complaint procedures, unbundling of large projects to make smaller projects, small business set-asides (certain project limited to small contractors), the

prospective adoption of bonding and financing assistance initiatives, prompt payment rules, networking, mentor protégé, and consultant /supportive services:

“Significantly, Plaintiff did not question the efficacy or sincerity of these race- and gender- neutral measures. . . . The court takes special notice of the efforts to increase the ability of DBEs and other small businesses to grow in size and compete for prime contracts. These efforts are significant in light of the statistical data showing that DBE participation is especially low in the prime contracting arena.”

D) UPHELD IDOT FLEXIBILITY OF PROGRAM AND GOALS:

“IDOT’s DBE plan . . . contains a great deal of flexibility, through the employment of individualized DBE goals on a contract-by-contract basis, and through the maintenance of a waiver provision to account for those situations in which achievement of the set DBE goals is not reasonably possible.”

E) SUSTAINED THE JUDGMENT MADE BY IDOT TO ASSURE THAT THE ANNUAL GOAL IS THE “LOWER PLAUSIBLE BOUND GOAL”, WHILE STILL ADEQUATELY ADDRESSING PAST DISCRIMINATION:

“A consultant thus recommended that IDOT upwardly adjust its (2005) DBE goal from 22.77 percent to 27.51 percent. Nevertheless IDOT wished to adopt as its 2005 goal a ‘plausible lower bound estimate’ of DBE availability, and thus chose to set its goal at 22.77 percent, rather than accepting (the consultant’s) proposed upward adjustment.”

The U.S. District Court opinion was affirmed in 2007 by a unanimous panel of the Federal Appellate Court for the Seventh Circuit, finding that the IDOT program passed constitutional muster and sustaining the IDOT DBE program. Finding that IDOT satisfied its burden to show a compelling interest (evidence of past discrimination) and that the IDOT program was narrowly tailored to address the effects of past discrimination, the Federal Appellate Court affirmed the constitutionality of the program. This is a landmark decision for State Department of Transportation throughout the country. No appeal to the U.S. Supreme Court was taken.

2. Corridor Protection Act

The United States Supreme Court denied certiorari and upheld a decision of the Illinois Supreme Court in the case of Davis vs. Brown in which the Illinois Supreme Court upheld the constitutionality of the Illinois statute that allows the establishment of a protective corridor for future highway construction. The Illinois Corridor Protection Act allows IDOT, after public hearings, to designate potential future highway corridors and to protect the corridor from development pending road construction. It further affords landowners rights to force IDOT to buy or condemn property during the

course of protecting the corridor for state highway purposes. The suit was brought by a group of landowners in northern Illinois in a dispute involving the Prairie Parkway Corridor Protection area. The case sustained the IDOT program and upheld the statute which is imperative to IDOT in planning for future roadway needs of the State of Illinois.

3. Litigation Regarding Personnel Matters

IDOT has been sustained in three Federal Appellate Court cases and five U.S. District Court cases with regard to personnel decisions challenged on First Amendment Right to political affiliation grounds. In each case the respective Plaintiff, a former IDOT employee, alleged improper termination on the basis of political affiliation and in each case the U.S. District Court entered judgment in favor of IDOT and against the Plaintiffs, holding that the individuals were appropriately terminated pursuant to the United States Supreme Court decision in *Rutan vs. The State of Illinois*.

Additionally, IDOT has been sustained in two separate federal district court cases involving allegations of failure to accommodate religious beliefs and a federal district and appellate court case alleging national origin discrimination. In both cases IDOT was found to have acted appropriately and without discrimination.

Finally, a Cook County Circuit Judge has ratified the IDOT zero tolerance policy as to drug use by highway maintainers and emergency traffic patrol officers.

4. Shah Guilty Plea (U.S. District Court, Springfield)

Manu Shah, owner of Shah Engineering, Inc. pleaded guilty to one count of mail fraud and one count of making false statements in U.S. District Court for the Central District of Illinois. He has agreed to a sentence of 41 months incarceration. The corporation also pleaded guilty to one count of mail fraud and agreed to make restitution to the victims and be fined \$500,000.

The charges against Shah stem from a scheme that defrauded IDOT and numerous other government agencies associated with the State of Illinois and the City of Chicago. The total amount of the fraud is currently placed at approximately \$10 million. The portion of that amount for IDOT is \$1.3 million. IDOT auditors uncovered the scheme and the matter was referred to the U.S. Attorney in Springfield and the USDOT Inspector General. IDOT has billed Shah for the amount of the loss to date and will be seeking restitution.

5. UNITED STATES DEPARTMENT OF JUSTICE – CIVIL RIGHTS DIVISION

IDOT District 1

The United States Department of Justice, Civil Rights Division, opened an investigation of three separate civil rights complaints that were filed by individuals at an

IDOT yard. The investigation started in April, 2006 with a request for documents followed by interviews of several IDOT employees. After the interviews, additional documents were requested. On June 4, 2007, IDOT Office of Chief Counsel was informed that the Department of Justice had closed its investigation with no finding of wrong doing by IDOT.

PROJECTS

1. FIBER CABLE COMMITTEE

Chief Counsel Ellen Schanzle-Haskins and Bureau of Information Technology Chief Mark Kinkade chair a Fiber Cable Committee to assist in Illinois Broadband Deployment and the Intelligent Transportation System. Members are IDOT professional employees from various divisions of District 2, offices and officials from the City of Rochelle, and surrounding municipalities. The Fiber Cable Committee was established to assist the City of Rochelle in their proposed plan to install 30 miles of new fiber cable along I-39 and ultimately forming a Northern Illinois Technology Triangle (NITT) which will provide a looped broadband fiber network in a triangle along I-88 from Rock Falls to Naperville, with a section north to St. Charles, and from St. Charles along I-90 to Rockford, and then along I-39 from Rockford to Rochelle. IDOT also plans to connect District 1 and District 2 headquarters and in the future connect to existing dark fiber along I-55 and throughout the state. Among other advantages, the network will be designed to provide reliability, which is necessary for businesses transporting critical data and for national and state Homeland Security communications.

Construction was completed in October 2007. Agreements are now in place to connect the IDOT fiber to IDOT leased fiber on the Tollway. A ribbon cutting ceremony with the Governor was held November 13, 2007.

2. NIPC/CATS/CMAP

In 2005, the Illinois General Assembly created the Chicago Metropolitan Agency for Planning (CMAP) to replace both the Chicago Area Transportation Study (CATS) and the Northeast Illinois Planning Commission (NIPC). The two agencies had existed for decades, but were thought to be working at redundant transportation planning. The CMAP merger was designed to allow transportation planning in the Chicago area with federal funding administered by IDOT. The legislation called for a board of 15, with representatives chosen by mayors and county officials from DuPage, Kane/Kendall, Lake, McHenry, Will and Cook counties and five members appointed by the Mayor of Chicago. The legislation called for the entity, CMAP, to be a federally designated planning organization and to operate under federal regulation. IDOT serves as the pass-through for the federal funds.

On August 28, 2005, an agreement was signed between NIPC and IDOT for IDOT to fund the merger of CATS and NIPC to form CMAP. On April 4, 2006, a grant from IDOT to NIPC was made to facilitate the physical move of CATS to a new location with NIPC and to combine the two into one office. In 2007 the merger was completed.

JOINT COMMITTEE ON ADMINISTRATIVE RULES (JCAR)

The Office of Chief Counsel worked on 50 different rulemakings during 2007. The following rulemakings were moved through the process and were finalized during the year:

- Minimum Safety Standards for Construction of Type I School Buses (92 Ill. Administrative Code 440)
- Airport Hazard Zoning (92 Ill. Administrative Code 16) and 5 related repealers
- Minimum Safety Standards for Construction of Type II School Buses (92 Ill. Administrative Code 442)
- Nonscheduled Bus Inspections (92 Ill. Administrative Code 456)
- Request for Public Records (2 Ill. Administrative Code 1226)

BUREAU OF CLAIMS

The Bureau is responsible for the supervision and administration of claims made by the Department (property, etc) as well as claims made against the Department for property damage, personal injury and death. Additionally, the Bureau administers mechanics' lien actions, filed by unpaid subcontractors and suppliers, against road and aeronautics projects.

- The Bureau supervised 11,624 claims. At year end, 5,453 remain pending.
- Total collections/asset recoveries of \$8,117,060 on 4,426 claims.
- Total contracts with mechanics' liens total 228.
- Year end potential collections/asset recoveries are \$26,434,732.23.
- Year end potential litigation of 357 cases with a total amount claimed of \$72,224,054.81.
- Year end contracts with mechanics' liens total 203.

ADMINISTRATIVE HEARINGS

Pursuant to the Administrative Code, the Division of Traffic Safety conducted 23 Official Testing Station Rate hearings, One Official Testing Station violation citation, and Two Certified Safety Testers citations. The Office of Chief Counsel has assisted the Division of Traffic Safety with Motor Carrier issues weekly and is in the process of organizing the pending violations for hearings this spring and summer.

DIVISION OF HIGHWAYS



Director Christine M. Reed

Mission

Plan, design, construct, operate and maintain a safe highway system with a diverse and professional workforce, within available resources and to the highest nationwide standards for all of the citizens of Illinois.

Responsibilities

The Division of

Highways is responsible for developing, maintaining and operating the state highway system in a timely, efficient and economical manner. The central bureaus of this Division are responsible for developing policies, procedures, standards and guidelines to accomplish IDOT's highway system improvement objectives. The central bureaus monitor District programs to ensure statewide uniformity of policy interpretation and compliance and to ensure program coordination with federal, state and local agencies.

HIGHWAY TRANSPORTATION

Illinois has the third largest roadway network overall in the nation with approximately 140,000 miles of highways, streets, and roads, and more than 26,400 bridges. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads and carries nearly 300 million vehicle miles of travel in a typical 24-hour period. State, county, township, and municipal governments own and operate this highway, road, and street system. Illinois also is crossed by three of the nation's five transcontinental routes. The Department is committed to making all levels of the transportation system safer to travel.

STATE AND LOCAL HIGHWAYS AND ROADS – The state highway system contains more than 16,000 miles of roads, including 282 miles of toll roads under the jurisdiction of the Illinois State Toll Highway Authority. Less than 12 percent of all mileage on Illinois' highway, street, and road network occurs on the state highway system, although it carries almost 65 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 123,000 miles and makes up 88 percent of Illinois' highway, street, and road network. This local system carries just 35 percent of traffic, although most trips begin and end on local roads.

RURAL AND URBAN HIGHWAYS AND ROADS –

Rural highways and roads account for more than three-fourths of Illinois' highway, street, and road system, although this system handles less than 30 percent of Illinois' vehicle travel miles.

Most of Illinois' highway traffic problems and needs occur on the urban highway, street, and road network. These problems and needs reflect Illinois' high urban population and high urban travel demand. Despite these low traffic volumes, rural highways and roads are essential for Illinois farm-to-market transportation. These roadways also provide essential access to jobs, medical facilities, and other needed services and opportunities for residents in and near Illinois' rural communities.

INTERSTATE HIGHWAYS – Illinois opened its first interstate highway to traffic in the late 1950s and was among the earliest states to begin building interstate highways. Although construction of some of the interstate highway segments resulted in the disruption of some communities, other interstate highway segments provided relief to local residential streets that had become thoroughfares for dangerous and disruptive interstate truck and car traffic. The interstate system also improved access and mobility for Illinois citizens. Illinois now has a 2,169-mile interstate highway network.

This interstate highway network and the entire National Highway System have provided unprecedented personal mobility, safety, and economic opportunities through better access to national and inter-national markets and have greatly improved freight transportation efficiency. Freight carriers use the interstate highway network to carry more than half of all the goods transported by highways in Illinois.

MOTOR CARRIER TRANSPORTATION

Since Chicago is the key freight distribution hub for North America, the State of Illinois is a center for motor carrier transportation. More than 30,000 trucking firms serve businesses located throughout Illinois and 11,000 of them are based here. With a vast economic base to serve, these truckers touch all elements of the Illinois economy, such as transporting manufactured products from industries to all parts of the country, making farm-to-market shipments to Illinois grain processors and rail and water terminals, delivering coal and other mineral deliveries to Illinois ports; and shipping consumer goods to retailers throughout the state.



DIVISION OF HIGHWAYS

In 2005, trucks carried 63 percent of all freight moved in Illinois, representing 243 million cargo tons. Freight volumes through the Chicago area are projected to nearly double by 2020.

Dan Ryan/Kingery Expressway

In 2007 IDOT completed mainline construction for two major, multi-year reconstruction projects – the Dan Ryan Expressway (I-90/94) and the Kingery Expressway (I-80/94).

The \$975-million project to reconstruct the Dan Ryan Expressway was completed in 2007, and involved reconstruction of mainline travel lanes, including express lanes and local lanes, between 31st and 69th streets, mainline reconstruction from 71st Street south to I-57, and the addition of a lane in each direction.

The work consisted of retaining walls, improved entrance and exit ramps, installation of new storm sewers to prevent flooding problems during heavy rains on the expressway, reconstruction of the three bridges, new 30-year life pavement for local lanes from 31st to 71st streets, Southbound 71st Street to I-57 interchange-Mainline, Northbound I-57 to 71st Street-Mainline, bridge overlay with joint replacement, improved highway lighting and new Dynamic Message Signs for public information and safety. The Dan Ryan project was completed and safely opened for traffic ahead of schedule.

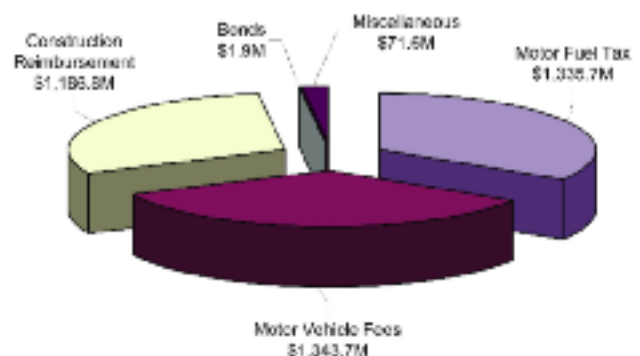
The \$460 million Kingery Reconstruction Project included work on I-94 (Bishop Ford Expressway), IL 394, I-80/94 (Kingery Expressway in Illinois and Borman Expressway in Indiana), Torrence Avenue and various local frontage roads in South Holland and Lansing, Illinois and Munster and Hammond, Indiana.

Medallions on the Dan Ryan Art Wall have been permanently installed on the concrete canvas of the retaining wall of the new expressway between 51st and 59th streets. The six medallion designs include three created by Chicago Public School students who live in communities along the Dan Ryan; two by Chicago artist, Bernard Williams and the IDOT logo. The Dan Ryan Art Wall is viewed daily by more than 320,000 motorists and has paved the way for future public art initiatives.

BICYCLE AND PEDESTRIAN TRANSPORTATION

Bicycle and pedestrian transportation in Illinois has grown rapidly in recent years as more and more citizens discover the advantages of bicycling or walking instead of driving motor vehicles. Illinois has hundreds of miles of dedicated bicycle trails that were funded mainly through the Illinois Transportation Enhancement Program (ITEP) and the federal Congestion

Where The Money Comes From ...
2007 Illinois Highway Revenues
Total Appropriations = \$3,939.7 Million
(\$ in Millions)



Mitigation/Air Quality (CMAQ) program since 1995. Most of the recent expansions of bicycle facilities have focused on encouraging greater use of bicycles for work and personal business commuting, especially in the state's metropolitan areas. Approximately 1,900 miles of the more than 16,000-mile state highway system also are considered suitable for cycling. Featuring lower traffic volumes and lower motor vehicle speeds, the more than 120,000 miles of locally operated and maintained roadways throughout Illinois also offer cyclists numerous suitable opportunities.

Safe and convenient pedestrian access is an important part of transportation improvement projects in all modes. The Department works with local governments to consider and provide appropriate pedestrian amenities in conjunction with state highway projects. This includes participating in funding accessible sidewalks along state highways in urban areas, and working with transit agencies to address pedestrian access to public transportation facilities. ITEP and CMAQ have funded or supplemented numerous pedestrian facilities during the past decade, including these efforts.

Safety Initiatives

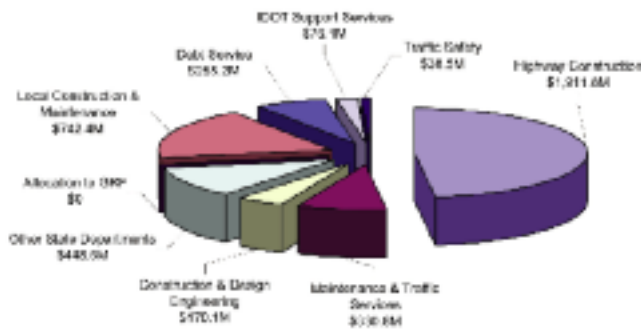
- The American Association of State Highway and Transportation Officials (AASHTO) presented its 2007 Safety Leadership Awards to the Illinois Department of Transportation (IDOT). The Safety Leadership Award recognizes states that have demonstrated themselves to be safety champions through actions that result in reduced serious injuries and fatalities. Criteria for winning included leadership, working cooperatively with safety stakeholders, having or developing a comprehensive Strategic Highway Safety Plan (SHSP), having a vigorous Highway Safety Improvement Plan, and a reduction in fatalities and/or serious injuries over a three-year period. The Division of Highways (Division) works closely with the Division of Traffic Safety as part of the SHSP and

DIVISION OF HIGHWAYS

over the last five years, Illinois highway deaths have decreased from 1,454 in 2003 to 1,249 in 2007, the lowest annual number of fatalities since 1924.

- IDOT's initiative on implementation of work zone safety has resulted in continuing decreases in overall work zone fatalities. Work zone fatalities in 2007 dropped by more than 50 percent from the total in 2006 – from 26 in 2006 to 11 in 2007. IDOT, in cooperation with the Illinois State Police and other state and federal agencies, adopted programs to help reduce the number of serious or fatal crashes. The Illinois Photo Speed Enforcement Program was expanded in 2007 and included deployments on the Dan Ryan and the Edens Expressways (DuPage, Lake, and Will counties) and on I-64 in St. Clair County. This initiative, along with increased fines and increased enforcement presence in other areas, has been effective in reducing speeds and fatalities in work zones.
- The Local Crash Data Collection project was initiated

Where The Money Goes ...
2007 Illinois Highway Expenditures
Total Appropriations = \$3,973.6 Million
(\$ in Millions)



in 2007, and provided funding to local agencies to identify Geographic Information System locations for their fatal and Class A injury crashes from 2001 to 2004. Location and analysis of these past crashes is vital to reducing future fatalities on the local highway system. Fifty-two counties have completed the project resulting in more than 9,000 identified crashes.

- In cooperation with the Federal Highway Administration (FHWA), the Rural Sign Upgrade Program pilot was developed in 2007, providing up to \$25,000 in funding to help local highway agencies upgrade signs to meet new federal requirements effective in January 2008. Bond, Cumberland, Henderson, and Piatt counties held lettings resulting in awards to purchase 6,459 new signs including posts and mounting hardware as necessary. Ten additional counties are participating in the 2008 pilot program.
- IDOT has continued installation of high tension cable rail (HTCR) systems on the interstate system to pre-

vent median crossover crashes, especially targeting high-incidence areas for crossovers. Median crossover crashes often result in multiple fatalities. These HTCR systems have been very effective in preventing these types of crashes. More than 100 miles of HTCR to date have been installed on the interstate system. Additional installations are proposed.

- IDOT has significantly increased safety funds available at the local level as a result of the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This has allowed IDOT to direct dollars where there is greater opportunity to reduce fatalities and serious injuries on the local system. IDOT has performed several road safety assessments on local roadways to help direct safety dollars to local routes where severe crashes tend to occur most often.
- IDOT has continued its safety corridor projects along the interstate system. These improvements include installations of cable guardrail, rumble strips, guardrail upgrades and impact attenuators. This has been part of the integrated solution that includes increased enforcement along interstates by Illinois State Police (ISP). This initiative has shown a significant reduction in traffic-related fatalities on the interstate system.
- During the 2007-2008 winter season, more than 3,700 IDOT and temporary employees, and nearly 2,000 pieces of equipment have been utilized to keep state routes clear and passable during and following winter weather events. Last year IDOT spent \$54.4 million on snow removal efforts, an increase of more than 50 percent from the previous winter, an increase due mainly to more severe and frequent weather events. That cost includes application of an estimated 508,000 tons of salt and 645,200 labor hours by highway maintainers and other equipment operators.
- IDOT developed and implemented a policy for Red Light Running Camera and Automated Railroad Grade Crossing Enforcement System installations on state routes. These camera systems allow for remote enforcement of traffic safety laws. This was in response to legislation that passed in 2006.
- In 2007, the first year for the Safe Routes to School Program in Illinois, IDOT pioneered an online system to allow communities to plan Safe Routes activities and to request funds. This system is unique to Illinois, and several other states have adapted IDOT information for the creation of their own state programs. The Department provided 13 Safe Routes to School training sessions throughout the state during the program's first year. In the first call for projects, IDOT received more than 1,000 project applications for Safe Routes to School funding and selected 90 candidates for funding.

The Environment

- IDOT in 2007 continued its ongoing efforts to update

manuals and procedures to either streamline environmental processes or enhance the Department's environmental stewardship. These included: Highway Traffic Noise Assessment Manual, Community Impact Assessment Manual, Illinois Endangered Species Act/Natural Areas Preservation Act/Interagency Wetland Policy Act Memorandum of Understanding and the Agricultural Land Preservation Policy and Agreement.

- In October 2007, IDOT conducted a Midwest Peer Exchange on Particulate Matter Hot-Spot Analysis. Participants included air quality representatives from seven Midwestern state departments of transportation and FHWA division offices. In addition, staff participation came from the U.S. Environmental Protection Agency, Illinois Environmental Protection Agency, Chicago Metropolitan Agency for Planning, East-West Gateway Council of Governments, University of Illinois at Chicago and Washington University in St. Louis, Mo. The goal of the exchange was to develop a consensus on acceptable analysis procedures to be used by all agencies.
- IDOT in 2007 worked with the Illinois Department of Agriculture and federal agencies in the development of policy and procedures for the Department to help avert the threat of the introduction and spread of the Emerald Ash Borer in Illinois.

Homeland Security Initiatives/ Disaster Response

- When Illinois experienced storms that caused flooding and damaged property in 2007, the Division of Highways responded with assistance in hauling and disposing of storm debris and performed structural inspections and assessments. More than \$3 million, which included 37,294 work hours and 10,000+ loads of debris removal, was expended in response to storm cleanups.
- The Division of Highways coordinated the installation of more than \$6 million in surveillance equipment on Chicago expressways and the East St. Louis Metro Area during 2006 and 2007. That equipment is used to help secure bridges and highways from unauthorized access.
- The Division coordinated the installation of manual gate systems on 80 in-bound ramps of the Chicago expressway system. The gate system allows uninterrupted flow of emergency response vehicles into the city of Chicago while easing the congestion of in-bound traffic.
- The Division participated in numerous emergency preparedness exercises in conjunction with other state and federal agencies, as well as staffing the State Emergency Operations Center when activated.
- Hundreds of IDOT staff were trained on how to deliver prophylaxis to hospitals and health departments in Illinois, a critical element of the Strategic National Stockpile (SNS) Plan for medications needed to com-

bat avian flu and toxic biological incidents. An overall rewrite of the SNS Plan for the State of Illinois for the Center for Disease Control (CDC) was prepared, for which the State of Illinois earned a 92 percent overall rating from CDC, a rating level attained by only three other states.

- IDOT has implemented and exercised a Bridge Recovery Plan for critical bridges throughout the state. The plan outlines the Department's quick response procedures to an act of terrorism or a natural disaster. The plan offers the ability to assess damage more rapidly and provide for faster repair or replacement. The plan was tested for real in December 2007, when a dump truck carrying a load of gravel struck the 115th Street bridge over I-94 in Chicago after the truck bed was inadvertently raised. The gravel spill and bridge damage created an immediate traffic threat during rush hour. The quick reaction and expertise on site, handled as outlined in the Bridge Recovery Plan, helped minimize the negative effects of the road closure and shortened the disruption to tens of thousands of travelers who use I-94 each day.
- Response to I-74 Bridge Fire – In July 2007, a gasoline tanker truck accident on I-74 near Downs resulted in a fire that seriously damaged a set of bridges carrying mainline I-74 traffic. This required full closure of the interstate as the fire was extinguished and damage was assessed. That same day, IDOT personnel inspected the damage and determined a single lane of traffic could resume on the eastbound structure later that night. Department staff quickly prepared repair plans for the eastbound bridge and the Department's Day Labor Unit completed repairs allowing two-way interstate traffic to resume less than three weeks after the accident. Less than one week after the accident, the Department also started on design plans for replacement of the westbound bridge structure. In less than four months, the bridge was replaced and opened to traffic.
- Response to I-35 Bridge Collapse in Minneapolis - On Aug. 1, 2007, the I-35 westbound bridge over the Mississippi River at Minneapolis, Minn., collapsed without warning, killing 13 people. Within hours of the collapse, IDOT employees responded quickly to Governor Blagojevich's order to inspect all similar structures throughout the state. A total of 31 similar structures were inspected. The bridges were found to be in satisfactory condition. In addition, IDOT officials made themselves available to the media immediately, responding effectively and responsibly to requests that included: detailed analysis of Illinois' bridge inventory, condition of the bridges, and the likelihood of a similar collapse happening here. The Department is working with the FHWA on potential changes to the National Bridge Inspection Standards, as a direct result of the Minnesota bridge collapse.

Management

- Environmental surveys were conducted at IDOT facilities throughout Illinois to attempt to identify and correct deficiencies. Information will also be used to develop best management practices for use at these and other similar facilities.
 - IDOT realized its most productive year for the disposal of excess parcels of land. A renewed focus on this program resulted in commitments for 59 sales with an aggregate value of \$7.4 million as it reduced IDOT maintenance costs on the parcels.
 - In cooperation with the General Assembly and the Procurement Policy Board, the Division of Highways collaborated on a "transparency in government" initiative to provide public access for all land purchases valued in excess of \$25,000. All pertinent sales data are posted to the Illinois Transportation Procurement Bulletin on the Department's website for easy public access.
 - The IDOT Central Materials Laboratories tested more than 13,000 samples of construction materials. The samples included: aggregate, cement, concrete, soils, metals, liquid asphalt, salt, etc. This testing ensures that proper materials meeting specifications are used in IDOT's construction projects.
 - Two surveillance audits of IDOT's Quality Management System were conducted by NSF-ISR International to determine the conformance of the system to the requirements of the ISO 9001:2000 Standard. Based on the excellent performance of IDOT's staff and the high level of conformance to departmental policies and procedures observed by the auditor, NSF-ISR International recommended continued certification for IDOT to the ISO 9001:2000 Standard. This internationally recognized standard requires regular audits to determine adherence to Standard guidelines calling for process quality, accountability, and continuing improvements to the IDOT process management system.
 - Process objectives and measures were developed and established for all Division bureaus in the Central Administrative Office and District Six. Progress on process objectives is reported and analyzed on a quarterly basis to identify opportunities for improvement. Division-wide objectives and measures are also reviewed quarterly during management reviews.
 - Initiated Process Inventory Process to help determine which functions are best to accomplish with in-house staff, which functions can be reduced or eliminated, and which can utilize outside resources to accomplish.
- community and will affect all engineering projects, natural resources studies and modeling, floodplain mapping and routine surveying.
- The department, in conjunction with the Governor's Opportunity Returns Office and the Department of Commerce and Economic Opportunity, helped sponsor the 2007 Illinois Great Rivers Bicycle Ride. The 2007 bicycle ride started in Chicago on September 9 and ended in Springfield on September 16.
 - The Illinois Recycling Association presented IDOT and the Illinois Asphalt Paving Association an award for "Outstanding Use of a Recycled Material" at their 2007 annual meeting held in June. The award recognized IDOT's efforts in developing specifications and procedures for increased use of Reclaimed Asphalt Pavement.
 - The 2007 TEAM Illinois Project by IDOT in Pembroke Township and Hopkins Park – For 2007, IDOT committed \$500,000 for reconstruction of roads in the township and village, \$250,000 for Pembroke Township and \$250,000 for Hopkins Park. Work consisted of cutting ditches and building new surfaced roads. From 2003 through 2007, IDOT constructed more than 15 miles of aggregate roads, cleaned more than 14 miles of ditches and built more than five miles of surfaced roads in Pembroke Township and the Village of Hopkins Park.
 - IDOT offered 165 courses in infrastructure management, workforce development and highway/worker safety training to local agencies in 2007. More than 6,000 local agency staff participated in this training. Information related to safety, construction and maintenance was shared via conferences, training videos, technical publications and manuals.
 - IDOT was recognized for 20 years of partnership with the Illinois Committee of Blind Vendors. The vendors, working through the Illinois Department of Human Services, Division of Rehabilitation Services, operate the vending machines at all 52 interstate rest areas.

Special Services Provided

- The Emergency Traffic Patrol (ETP) expanded coverage into DuPage County along I-290 north to Illinois Route 83. ETP service also was expanded along the Edens to Lake Cook Road from Tower Road, along the Kingery, and ETP is working with Indiana to cooperatively assist between Torrence and Calumet Avenue in Indiana when necessary, and also along the Bishop Ford Expressway south to IL 394 and Glenwood Dyer Road. For the Chicago area there were a total of 136,660 ETP assists in 2007, the highest number in ETP history.

Context Sensitive Solutions/ Additional Collaborations

- IDOT, in conjunction with the Illinois State Geological Survey received federal funding of \$352,500 in 2007 to begin a Height Modernization Program for Illinois. This work will greatly benefit the entire surveying

OFFICE OF BUSINESS & WORKFORCE DIVERSITY



Director Clayton K. Harris III

Mission

To foster equal opportunity for minority-owned, women-owned and other disadvantaged small businesses in IDOT's federal and state-funded highway, transit and airport contracts. To provide commitment in support of Equal Employment Opportunities and non-discrimination in all per-

sonnel policies, practices, privileges and benefits of the workplace and in delivery of services.

Responsibilities

The Office of Business and Workforce Diversity (OBWD) administers and is responsible for IDOT's efforts to achieve greater diversity in its construction projects and in promoting equal employment opportunities within the Department. OBWD's responsibilities are executed between two distinct bureaus, designed to establish policy, procedures and monitoring efforts pursuant to the governing regulations supporting minorities and women in contracting and workforce activities.

The Bureau of Civil Rights is committed to the reaffirmation and support of equal employment opportunity, non-discrimination and ADA requirements impacting personnel policies, practices and procedures. The Bureau of Small Business Enterprises is responsible for encouraging and protecting equal opportunities for minority and woman-owned and other small or disadvantaged businesses as they compete for the Department's federal and state-funded highway, transit and airport contracts.

Certification Section

The Certification Section (Section) took action on 561 files during FFY 2007. The files consisted of initial applications, No Change Affidavits, referrals and withdrawals.

In addition to processing applications, which includes a comprehensive, detailed analysis and review of submitted documentation, an on-site interview with the firm's principal(s), a written recommendation regarding the applicant's eligibility and a presentation of the case before IDOT's Administrative Review Panel (ARP), the Section monitors firms for continued program eligibility, responds to inquiries, investigates eligibility concerns and/or complaints regarding DBE firms, completes courtesy on-site interviews for other certifying entities and conducts workshops and participates in outreach activities.

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Breakout of Certification Information for IDOT DBE Plans

At the end of FFY 2007, IDOT had 481 DBE-certified firms. The following breakout is by ethnicity and district (as of 10/1/07).

District	1	2	3	4	5	6	7	8	9	10	Total
Black American	28	0	1	20	6	5	0	24	2	0	79
Hispanic American	64	3	2	2	0	1	1	7	2	5	85
Asian Pacific	4	0	0	0	1	1	0	0	1	0	7
Asian Indian	17	0	1	0	0	5	0	2	0	5	28
Native American	3	0	0	0	0	1	0	0	1	0	5
Caribbean Women	68	14	4	8	8	21	6	20	0	41	186
Total	205	25	8	30	12	32	10	52	16	100	489

The following is a breakout of firms by area of service:

Area of Service	Number of Firms Certified at End of Year
Architecture/Engineering	68
Consulting	218
Subcontracting	4
Manufacturing Services	21
Professional Services	100
Supplier	45
Trucking	112
Total	488*

*Firms may be listed in multiple categories.

Contract Compliance Section

The Contract Compliance Section oversees compliance with DBE, Equal Employment Opportunity/ On-the-Job Training (EEO/OJT) and Labor contract provisions and supportive services consultant assistance.

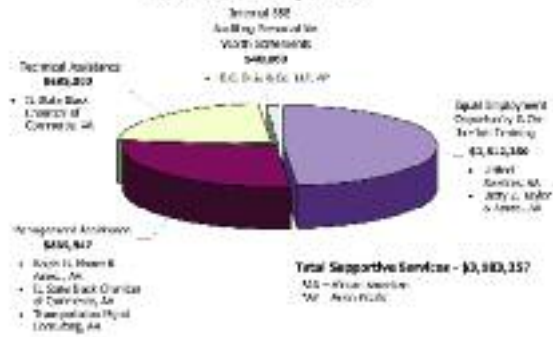
Contract Compliance Office Unit

The Contract Compliance Section's Office Unit (Office Unit) is responsible for processing DBE Utilization Plans (Plans) following the Lettings. The Office Unit reviews, approves and modifies, as necessary, all contract goals. The Office Unit has on-going communication with prime contractors, DBE firms and the Bureaus' of Construction and Design and Environment regarding goals, DBE firms and related issues. The Office Unit is responsible for processing final waivers and resolving DBE issues in order to close out contracts.

One of the Office Unit's key functions is to review prime contractors' good faith effort documentation submitted in support of their efforts to meet DBE contract goals, prepare memorandum (in support or opposition) and making appropriate recommendations for modification/waiver requests. In addition to the review of documentation provided by the contractor, the recommendation is made in conjunction with input from the Office of Business and Workforce Diversity's (OBWD) Contract Compliance Coordinators, district staff and the managers from the Bureaus' of Small Business Enterprises (SBE), Construction and Design and Environment.

OFFICE OF BUSINESS & WORKFORCE DIVERSITY

Supportive Services Consultants June 2007 – July 2008



The Office Unit completes the fact-finding (regarding the contractor's good faith efforts and/or non-responsiveness) through close communication with OBWD's Contract Compliance Coordinators, district staff, IDOT's Central Office staff and IDOT's contractors and prepares the information for the hearing. Some of the cases for reconsideration are extremely complex and involve multifaceted issues that may be sensitive in nature to IDOT as well as to IDOT's contractors.

Below is a list of the Office Unit's activities and accomplishments during CY 2007.

- Confirmed and loaded district goals (total 700) for each Letting into ELM database
- Processed 675 (race conscious) and 32 (race neutral) DBE Utilization Plans
- Processed 52 DBE goal modification/waiver requests
- Made 95 revisions (additions/deletions of DBEs) to existing Utilization Plans
- Processed 26 DBE prime contracts
- Processed 100 final waivers
- Processed 425 final documentations
- Processed 560 Requests for Approvals of Subcontractors (Form BC 260A)

2007 / 2008 Supportive Services Consultants

Name	Description of Services	Contract \$
United Services of Chicago, Inc. DOT06-OBWD-05 Contract Period: 6/13/07 – 6/12/08	EEO/OT Districts 1 & 8	\$1,026,454
E.C. Ortiz & Co. LLP DOT06-OBWD-6 Contract Period: 6/28/07 – 8/27/08	Personal Net Worth Review Internal EEO - Certification	\$40,080
Betty Z. Taylor & Associates DOT06-OBWD-06 Contract Period: 5/24/07 – 5/31/08	EEO/OT Districts 2 - 7 & 9	\$448,896
Ralph G. Moore & Associates DOT06-OBWD-08 Contract Period: 5/24/07 – 5/31/08	Management Assistance Districts 1 - 3	\$448,720
Illinois State Black Chamber of Commerce DOT06-OBWD-7 Contract Period: 7/16/07 – 7/16/08	Management Assistance Districts 4 - 6	\$247,705
Illinois State Black Chamber of Commerce DOT06-OBWD-8 Contract Period: 7/16/07 – 7/16/08	Technical Assistance Districts 1 - 9	\$666,020
Transportation Mgmt Consulting Services DOT06-OBWD-7 Contract period: 7/16/07 – 7/16/08	Management Assistance Districts 7 - 9	\$108,822
Total		\$3,103,357

Contract Compliance Field Unit

The Contract Compliance Section's Field Unit (Field Unit) is responsible for labor compliance. Much time and effort is spent troubleshooting labor and wage issues for IDOT's contractors and interested parties throughout the state. The Field Unit also conducts equal employment opportunity (EEO) workforce reviews on IDOT's contractors to verify compliance with federal and state laws, monitors on-the-job training compliance, and conducts field inspections/reviews of DBE firms to ensure the firm's performance is in compliance with program regulations and related provisions. The Field Unit also performs contact inspections in conjunction with investigations and compliance reviews, conducts 'show cause' meetings for IDOT contractors found in non-compliance and investigates DBE/EEO/labor complaints.

The following report reflects all certification actions during FFY 2007.

		FFY 2007 Number of Cases		
		DBE	DBE/WBE	Total
Initial Applications:	Approved	64	88	152
	Denied for review	4	15	19
	Withdrawn	2	2	4
	Pending	3	10	13
	Referred to other agencies due to non-IDOT work categories	7	12	19
Certification Renewals:	Approved	0	0	0
	Denied for review	0	0	0
	Withdrawn	4	6	10
No Change Affidavits:	Processed	164	151	315
	Pending	0	0	0
	Denied	18	8	26
Administratively removed - Personnel not working (1/0/0)		0	0	0
Administratively removed - Insufficient documentation		0	4	4
Administratively removed - inconsistent work plan or lack of non-residence certification		0	0	0
Administratively removed - Failure to submit required documentation on schedule		2	2	4
Firms graduated during the fiscal year		0	0	0
Fiscal cutoff end of fiscal year		204	205	409

Certification Appeals

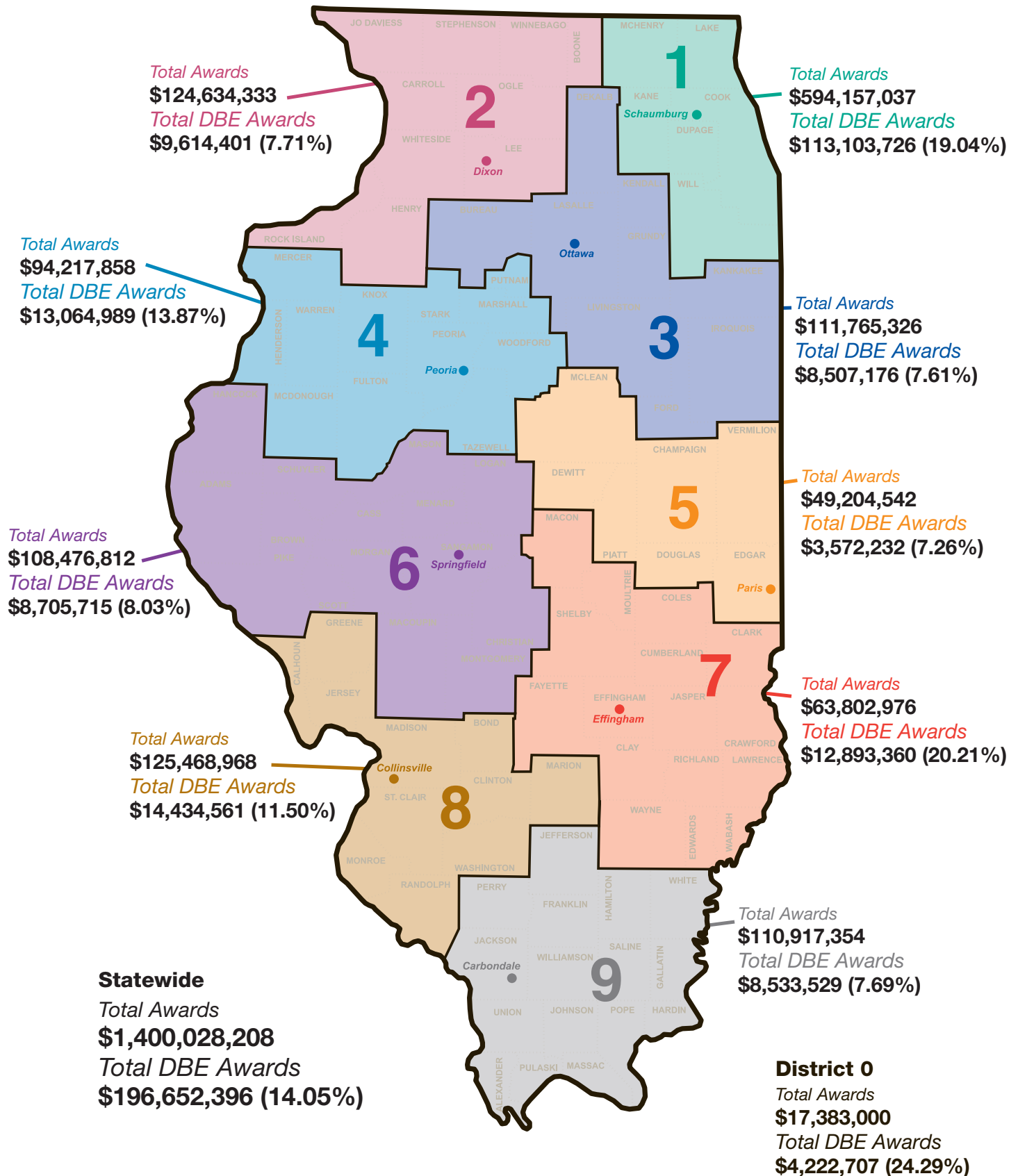
During this report period, there were no certified firms that appealed their loss of eligibility with IDOT's DBE Review Office. Five (5) applications were approved for use of non-certification to the United States Department of Transportation (USDOT). In all instances, the denial determination was upheld by USDOT.

Below is a list of the Field Unit's activities and accomplishments during CY 2007.

- Performed 25 compliance reviews
- Conducted 20 labor compliance reviews
- Conducted 7 show cause meetings
- Performed 26 DBE field monitoring visits
- Completed 75 construction site inspections
- Conducted 2 wage investigations
- Performed 3 EEO assessments
- Conducted 24-plus contractor and district office visits

The Contract Compliance Section continues to work in close communication with OBWD's Contract Compliance Coordinators, the Regional Engineers, Federal Highways Administration, United States Department of Labor and other governmental units to ensure integrity in the administration of its responsibilities.

FFY 2007 DBE Awards by District





Director Nick Williams

Mission

To ensure that IDOT policies, actions and goals are consistently communicated, supported and enhanced through interaction with legislative contacts, state and local officials, and private organizations to meet Illinois constituents' needs and service expectations.

Responsibilities

The Office of Governmental Affairs (OGA) is responsible for developing IDOT's policy goals and positions and State legislative programs and strategies. The objective is to ensure that Departmental policy and actions, as well as State legislation, consistently support and enhance Illinois transportation interests.

The OGA develops and implements the Department's annual legislative program, and analyzes all transportation-related legislation introduced in the Illinois General Assembly. Bill analyses and weekly status reports are submitted to the Governor's Office throughout session. Staff then serve on the Governor's Bill Review team for final analysis of transportation-related bills passed by the General Assembly and a recommendation for gubernatorial action.

The OGA is also responsible for assisting legislators and the Office of the Governor with transportation-related constituent inquiries. The Office typically receives several inquiries from legislators each day, and maintains an effective internal and external liaison system in order to effectively fulfill its responsibility in acting as the advocate for IDOT and the Governor with the General Assembly.

OGA Accomplishments

The spring 2007 session of the 95th General Assembly proved to be quite a challenge, especially with no official adjournment for the year and the numerous special sessions called to address the major funding crisis for public transportation in NE Illinois. The need for a capital bill was also recognized, however, an agreement on a funding source was not reached before the end of the year.

During this first year of the 95th General Assembly, approximately 6,000 bills were introduced. IDOT tracked and reported to the Governor's Office on approximately 750 of those bills.

One of the bills passed and enacted into law required IDOT to submit a plan for providing access to broadband transmission service on Amtrak and RTA commuter trains, including information on infrastructure, operating costs and funding sources. The plan was prepared and distributed to legislators and others as required.

Another bill enacted into law requires IDOT to give full consideration to bicycle and pedestrian accommodations in State highway plans and projects. This will require accommodations on (1) construction, (2) reconstruction and (3) any other "change" of facilities in and within 1.5 miles of an "urban area". Exceptions are allowed on resurfacing projects that do not widen the traveled way or provide stabilized shoulders; and on projects where the Secretary has determined that these special accommodations would pose a hazard to the traveling public, would cause an excessive cost, or where there is an absence of need.

Highlights of traffic safety-related bills enacted into law during 2007 include:

- Amending the Child Passenger Protection Act to require the use of child restraints in any truck or truck tractor equipped with seat safety belts, and require all drivers to secure children in a child passenger restraint system, whether or not the parent provides the restraint.
- Changes to the Graduated Driver's License (GDL) Law, recommended by the Secretary of State's Graduated Driver's License Task Force, which include (1) lengthening the time required to hold a permit time from 3 months to 9 months; (2) doubling, from six months to 12 months, the period that restricts a new driver to a maximum of one unrelated teen passenger, and allowing tickets to be issued to both passengers and the driver for this violation; and (3) changing the nighttime driving curfew from 11 p.m. to 10 p.m. on weekdays and from midnight to 11 p.m. on weekends.
- The consolidation of the 6 Public Acts passed during the 94th General Assembly which amended the DUI section of the Vehicle Code (5/11-501).
- Requirement for an ignition interlock device on cars driven by DUI offenders, including first time offenders.
- A 3-month loss of the driver's license of persons younger than 21 caught drinking.
- A penalty for parents who knowingly permit consumption of alcohol by underage invitees in their home. If an accident causing serious injury or death occurs, the parents will be charged with a Class 4 Felony.
- A new program provided in the Roadside Memorial Act, which will allow the erection of roadside markers for persons killed in accidents caused by a drunk driver.



Director Joe Clary

Mission

To support public transportation throughout Illinois by providing technical support and financial resources to local governments and transit operators.

Responsibilities

The Division of Public and Intermodal Transportation (DPIT) is responsible for imple-

menting the state's program of technical assistance and capital and operating grants to more than 50 public transportation systems in Illinois, and provides oversight for inter-city rail programs throughout the state. In addition, the Division provides public transportation and rail expertise to IDOT including monitoring and analysis of technical and policy concerns.

Summary of DPIT accomplishments:

- Doubled the State-supported Amtrak service by adding four additional round trips on the three State-supported routes and increased the State's share of the Chicago-Milwaukee service. As a result, ridership statewide has increased by 70%
- Provided \$54 million during FY 2006, 2007, and 2008 in new operating assistance to the Regional Transportation Authority (RTA) for ADA complimentary paratransit services in Northeastern Illinois.
- Expanded the rural and small urbanized transit program to include ten counties previously without public transportation service, adding over 20 additional vehicles.
- Increased the operating assistance program for St. Clair County in the St. Louis area by 99 percent.
- Added five mass transit districts and one city under the downstate operating assistance program while increasing program funding by 65%.
- Jointly with the city of Chicago and the American Association of Railroads implemented the CREATE initiative – a \$1.5 billion program designed to reduce congestion on roadways, reduce or eliminate the number of rail-auto crossing accidents, and improve northeast Illinois' rail infrastructure to help reduce air pollution. Also resulting in increased productivity and faster delivery times for Illinois businesses.
- Completed numerous technical studies around the State aimed at enhancing public transportation services in various communities.

PUBLIC TRANSPORTATION

In Illinois, 52 public transportation systems carry nearly 600 million passengers a year using approximately 7,300 transit vehicles. These systems offer modal choices for urban and rural residents and provide critical access to employment, health care, social services,

education, and other important destinations for 14 percent of Illinois households that do not have access to private vehicles. Public transportation also helps to greatly reduce congestion and improves air quality throughout Illinois. It is especially critical for reducing congestion during the morning and evening rush hours in the State's two largest metropolitan areas – Chicago and Metro East St. Louis area.

The Division of Public and Intermodal Transportation continues to assist local transportation providers throughout Illinois identify available federal and state funds to qualify projects for targeted service expansions and improvements. The Division also is leading strategic efforts to improve transportation coordination throughout the state, especially designed to help transportation-disadvantaged populations across Illinois.

The RTA oversees Illinois' three largest public transportation systems. These systems are the Chicago Transit Authority (CTA), Metra commuter railroad, and Pace suburban bus system. According to the 2000 U.S. Census these systems collectively carry more than 2 million passengers each workday and 17 percent of all work trips in Northeastern Illinois.

To meet the high demand for public transportation in northeastern Illinois, the CTA utilizes over 2,100 buses and 1,170 rail cars, Metra utilizes over 1,150 rail cars and Pace utilizes over 680 buses and 670 van pool vehicles. In the rest of the States 49 public transit systems serve 14 urbanized areas, 56 counties and 4 small cities. They utilize over 1,200 buses and vans and 30 light rail cars.

RAIL TRANSPORTATION

Illinois has the second largest rail freight system in the nation, with Chicago representing the nation's largest rail freight hub. Fifty-two private railroad companies, ranging from national carriers to local switching companies, own or operate more than 7,800 miles of rail line in Illinois. The State is served by seven national carriers offering top-quality service for national rail freight distribution in the United States, providing direct connections to the East and West Coasts, Canada and Mexico.

IDOT's rail freight improvement program focuses on helping to preserve essential rail freight service for communities and shippers who face potential rail line abandonment.

INTERCITY BUS TRANSPORTATION

Twelve privately owned bus companies provide intercity bus service in Illinois. Greyhound Lines is the largest carrier incorporating the former Trailways service, and operates its largest hub in Chicago and is the nation's largest intercity bus carrier. In 1982, industry deregulation allowed bus companies to reduce service on their

low-volume routes and operate more profitably. Yet, despite deregulation and the resulting elimination of many low-volume, unprofitable routes, decreasing ridership continues to plague companies in the industry. Intercity bus transportation has historically played a critical role in meeting rural mobility needs, but service cutbacks have made many rural residents more isolated. The Division of Public and Intermodal Transportation is currently working with the private carriers and Amtrak to fund initiatives aimed at increasing public awareness of intercity bus services and enhance connectivity between intercity bus carriers and Amtrak.

INTERCITY PASSENGER RAIL TRANSPORTATION

Illinois has the second largest intercity passenger rail program in the country second only to California. The State-sponsored program supplements Amtrak's national system serving 31 communities throughout the state. More than 1 million passengers traveled State-supported trains in 2007. In 2006, four more round trips were added to the state's three downstate corridors, the largest service expansion in the Midwest in more than a decade. Ridership during the first year of expanded service increased by 70%.

INTERMODAL TRANSPORTATION

Illinois is the center of the fastest growing segment of intermodal freight transportation logistics. Intermodal systems are those which employ two or more transportation modes for one shipment to provide efficient and economical freight transportation options.

Illinois has the largest concentration of inland intermodal facilities in the country with 21 major rail-truck transfer terminals, 19 major rail-truck container transfer facilities, and 100 major water-rail-truck transfer terminals. O'Hare International Airport is also a major national air-truck transfer point.

Because the Chicago metropolitan area represents the nation's principal rail hub and east-west interchange point, most rail-truck transfer hubs are located there. Intermodal connections are also important to intercity and urban area passenger transportation. Six of Illinois' intercity passenger rail terminals, eight intercity bus terminals, and 11 airports are classified as major Intermodal passenger transfer points. Northeastern Illinois' public transportation system includes more than 160 rail-bus-automobile transfer stations. A total of 24 transfer stations provide intermodal passenger transfer points in downstate public transportation systems.

CREATE to Aid in Reducing Transportation Congestion

The Chicago Region Environmental and Transportation Efficiency (CREATE) program represents a pub-

lic/private partnership involving the Illinois Department of Transportation, the Chicago Department of Transportation, and the Association of American Railroads.

CREATE will commit approximately \$1.5 billion over 10 years to projects designed to reduce rail congestion and traffic-related delays caused by the daily convergence of approximately 500 freight trains and 700 commuter and intercity passenger trains in the Chicago area. The six major private railroads operating in Illinois have agreed to commit up to \$212 million to the program, with the balance to come mainly from federal funds, but including some state and local funds.

Projects to be Included

CREATE includes plans for more than 80 projects, mostly railroad improvements and grade-separation projects at key roadways in the Chicago area that would improve rail service, boost employment, and reduce negative impacts on highway traffic, at grade rail crossings in high-traffic areas, including improved safety, reduced congestion and improved air quality. These grade separations would also help reduce commuter delays.

CREATE will enhance five rail corridors, including one primarily for passenger trains and implement six rail-to-rail flyovers to separate passenger operations from freight operations.

CREATE Environmental Benefits

This \$1.5 billion federal-state-local partnership with private railroads will shorten motorist delays at railroad crossings by up to 34 percent, and resulting in numerous air-quality benefits for metropolitan Chicago in its first full year, including:

- 1,400 ton reduction in nitrogen oxide (NOx)
- 400 ton reduction in carbon monoxide (CO)
- 100 ton reduction in volatile organic compounds (VOC)
- 51 ton reduction in airborne particulate matter (PM)





Director Daniel Kennelly

Mission

To independently test the Department's internal control systems to further ensure to the Secretary and to the public the adequacy of the policies, regulations and procedures and to recommend improvements.

Responsibilities

The Office of Quality Compliance and Review (OQCR) is responsible for monitoring the quality of highway construction and ensuring that the Department is receiving work performance from contractors consistent with compensation. OQCR is responsible for independently testing the Department's internal control systems to ensure to the Secretary and the public, the level of and the adequacy of departmental compliance with policies, regulations and procedures. The Office is also responsible for facilitating the implementation of intra- and inter-Office/Division program improvements.

Accomplishments and Activities

The Office of Quality Compliance and Review (OQCR) is an essential and unique part of the Illinois Department of Transportation. OQCR reports directly to the Secretary of Transportation and is utilized by the Secretary for timely, independent, and professional reviews of issues, allegations, or situations that arise within IDOT. OQCR also assists the Chief of Staff, Chief Counsel, and the Secretary's other direct reports upon request.

OQCR's duties and responsibilities are varied but all require the utmost trustworthiness, integrity and professionalism due to the sensitivity of the assignments. OQCR's responsibilities include conducting preliminary investigations of potentially criminal or administrative allegations to determine the appropriate referral to law enforcement agencies. In addition OQCR conducts in-house investigations and provides support and training for the IDOT employees in regards to identifying and reporting fraud and making good ethical decisions in the workplace. Also, the Director of OQCR has been designated by the Secretary to serve as the liaison with law enforcement on IDOT related investigations and to serve as the Department's alternate Ethics Officer at times when the designated Ethics Officer (Chief Counsel) is not available.

The stated mission of OQCR is to independently test the Department's internal control systems to further ensure to the Secretary and to the public the adequacy of the policies, regulations and procedures and to recommend improvements. The mission reflects OQCR's beginnings.

In November of 1999, when the office was first created, the primary purpose of creating the office was to increase fraud detection and deterrence as a result of the Palumbo Brothers, Inc. construction fraud case. At the time, the Department and the industry were still reacting to the shock of the Palumbo case which was the largest highway construction criminal case in the nation's history. The recommendations to IDOT from the Federal Bureau of Investigations and the United States Department of Transportation's Office of Inspector General included increasing construction oversight and implementing a system to independently test the accuracy of the weight tickets submitted by construction companies for items such as bituminous and aggregate. With these recommendations in mind, OQCR developed a program of detection and deterrence to help ensure that the taxpayers are "getting what they are paying for."

OQCR's staff consists of experienced, tested individuals who have worked in high profile, complex investigations including one member of OQCR who was on the Palumbo investigative team from start to finish. At the time of the sentencing, the Palumbo case was the largest transportation fraud case in history. Another member was integral in bringing a consultant fraud case to the USDOT OIG and the FBI and then working with the investigators to bring the consultant to justice. Also, OQCR has two former law enforcement officers who add both a forensic and investigative wealth of knowledge. OQCR is periodically called upon to perform independent, in-house reviews of technical projects whereby OQCR must lead a team consisting of expert individuals from other offices or departments.

Accomplishments

One of OQCR's most notable accomplishments was the production of the 2nd annual Fraud Awareness and Ethics in the Workplace Seminar. This seminar has been noted as the first of its kind in Illinois by the Illinois Office of Executive Inspector General. In 2006, OQCR organized three "Fraud Awareness and Ethics in the Workplace" seminars, two in Springfield and one in



Schaumburg in order to reach the largest audience. The 2006 seminars were “standing room only” with approximately 450 Illinois Department of Transportation employees in attendance. In 2007, OQCR hosted the seminar in Chicago at the James R. Thompson Center Auditorium. Over 400 employees and IDOT partners attended the seminar which included a very impressive list of speakers. The seminar was hosted by OQCR’s Director Daniel J. Kennelly and the speaker list included IDOT’s own Secretary Milton R. Sees; IDOT Chief of Staff Clayton K. Harris, III; USDOT OIG and retired Brigadier General Calvin Scovel, III; Chief Counsel of The Boeing Company and Vice Chair of the Illinois Executive Ethics Commission Lawrence Oliver, II; and Chairman of the Board of Directors for PBS&J (a large, successful consulting firm from Florida) Robert Paulsen.

The afternoon session consisted of a round table discussion moderated by IDOT Chief of Staff Harris. The round table panel included the Chief of Staff for the Illinois Office of the Governor, John F. Harris; the Inspector General of the Illinois Office of the Executive Inspector General, James A. Wright; the highly successful author, attorney and a member of the Illinois Ethics Commission, Scott Turow; the President of the Hispanic American Construction Industry Association and President of the Reyes Group, Ltd., Marco G. Reyes; the Chief Executive Officer of the Walsh Group, Matthew M. Walsh; and the IDOT Chief Counsel and Ethics Officer, Ellen Schanzle-Haskins. The 2008 seminar is currently being planned with the assistance of IDOT Chief of Staff Clayton Harris and the Acting Director of Office of Operations and Communications Heather Tarczan.

One of OQCR’s primary responsibilities is receiving, recording, and analyzing allegations of wrong doing. OQCR receives hundreds of allegations of wrongdoing each year. The allegations are received by OQCR from various sources including phone calls, mail, email, and referrals from various law enforcement agencies including the Illinois State Police and the Illinois Office of

Executive Inspector General. OQCR is responsible for analyzing and documenting these allegations and ensuring they are handled professionally. This process often results in referrals to law enforcement agencies. In 2007, the Office received and investigated 102 new investigative cases and closed 101 cases. Many of these cases were investigated under the direction and guidance of the Illinois Office of Executive Inspector General. The cases range from information requests by law enforcement to highly sensitive reviews of upper management actions. One of OQCR’s highest goals is to make every effort to ensure unfounded allegations do not cause undue harm.

In addition to investigative reviews, OQCR also performs unannounced site visits to IDOT highway construction sites, bituminous plants, and to IDOT operations facilities. During these unannounced visits, OQCR performs independent weight checks on trucks carrying bituminous, aggregate, or salt. At the bituminous plants, OQCR reviews the weighing operations. OQCR conducted 45 independent bituminous weight checks at construction sites and 61 independent salt weight checks at operation facilities during calendar year 2007. OQCR also made 43 visits to review the operations of bituminous plants throughout the state.

Case Findings

Based on an analysis of cases received by OQCR in 2007, 43 percent of the allegations involved employee misconduct or improprieties. Allegations of employees stealing state time or state materials were the most frequent in this category. OQCR opened 25 cases during 2007 dealing with allegations of employee theft of time or materials. Contract fraud type cases amounted to approximately 14 percent as did employees feeling that they were being threatened or harassed. Violations of ethics and conflicts of interest amounted to approximately 11 percent of the cases and misuse of computer equipment amounted to approximately 6 percent of the cases.

Future Plans

For the future, OQCR plans to continue to cultivate its working relationship with law enforcement agencies, especially the Office of Executive Inspector General and the Illinois State Police, in order to provide the most professional and effective fraud detection and deterrence program. OQCR also recognizes the continued increasing use and reliance upon computer technology by the Department and associated entities. New risks are evolving and new techniques are being used by those who want to “cheat” the system. It is important that OQCR continue to evolve and improve in this ever changing world.





Heather Tarczan

Mission

To provide legislators and constituents with accurate real-time information on construction projects that affect the areas in which they live as well as to promote safety and ensure that constituents are aware of what is happening in their neighborhoods through context sensitive solutions.

Responsibilities

The Office of Operations and Communications is responsible for developing and implementing IDOT's public outreach policy, plans and programs. The primary objective is to provide the vital information necessary for the traveling public to make informed decisions on transportation choices and play a role in the decision making process that helps shape the projects in their communities. This Office also assists the news media in the coverage of agency activities.

2007 Accomplishments

Completion of Major Reconstruction Projects

In 2007 IDOT completed mainline construction for two major reconstruction projects - the Dan Ryan Expressway (90/94) and the Kingery Expressway (80/94). These two reconstruction projects were a major undertaking and required the Office of Operations and Communications, with help from supportive services, and engineering, to effectively communicate the status of these reconstruction projects to motorists affected. Through early, frequent, and meaningful communication, IDOT fostered relationships with its stakeholders, which is part of IDOT's commitment through Context Sensitive Solution.



Medallions on the Dan Ryan Art Wall have been permanently installed on the concrete canvas of the retaining wall of the new expressway between 51st and 59th streets. The six medallion designs include three created by Chicago Public School students who live in communities along the Dan Ryan; two by Chicago artist, Bernard Williams and the IDOT logo. The Dan Ryan Art Wall is viewed daily by more than 320,000 motorists and has paved the way for future public art initiatives.



Kyle Anderson

Additionally, on November 17, 2007 the Illinois Department of Transportation held the dedication ceremony for the McKinley Bridge reopening. The bridge crosses the Mississippi River and connects Venice, Illinois to St. Louis, Missouri. Over 1,000 spectators were on hand for the event as well as community leaders and public officials.

CREATE

Chicago Region Environmental and Transportation Efficiency Program

The Office of Operations and Communications (OOC) staff has teamed up with IDOT's Division of Public and Intermodal Transportation (DPIT) serving as community support and outreach for elected officials and public involvement.

Federally funded, CREATE is a first-of-its-kind program bringing together the Illinois Department of Transportation, City of Chicago, Metra and the nation's freight railroads. CREATE will invest \$1.5 billion in critically needed improvements to increase the efficiency of the region's rail infrastructure and the quality of life of Chicago-area residents by reducing rail and motorist congestion and reducing noise from idling or slow moving trains.

IDOT Recruitment Initiatives

The need for skilled construction workers and civil engineers is clear as baby boomers continue to retire in droves. In the State of Illinois there are not enough civil engineers to keep up with demand. In an effort to help increase the numbers to ensure a diverse applicant pool, the Office of Operations and Communications team continued in its supportive role in partnering with the Office of Finance and Administration to roll out certain activities included in a comprehensive recruitment initiative. These initiatives include: job fairs, recruitment, presentations and career



day, all of which take place throughout the state. Our goal is simple – to encourage students as young as those in junior high to explore areas of math and science with the ultimate goal of using those skills as an engineer.

Congestion Mitigation

In conjunction with the Chicagoland transit operations, IDOT rolled out the “drive less. live more.” Campaign. This campaign is designed to encourage drivers to try public transportation and improve their quality of life by allowing them more time to enjoy leisure activities.

Additionally, IDOT created www.GettingAroundIllinois.com to offer viewers a one-stop source for travel and transit information. This website allows the user to customize their trip, showing everything from service stations to restaurants to museums.

Real-time customized email alerts for the Chicago area are available by registering at www.iltrafficalert.com.

New arterial DMS boards were installed in several Chicago area arterial locations. The purpose of these boards is to display travel information to motorists prior to getting on the highway. Messages include travel times and when applicable, alternate route information.

Adopt-A-Highway

The IDOT Adopt-A-Highway program has some 1,600 volunteers throughout the state who commit to volunteering at least four times a year, picking up trash and helping control the cost of highway maintenance. Look for the green “Love the Land of Lincoln” signs in your area for details on local sponsors.

Coordination of News Conferences

The Office of Operations and Communications has been instrumental in many of the news conferences conducted by IDOT around the state in 2007. The OOC

team has secured news conference venues that best suited the event, arranged shelter and seating, developed invitee lists, sent invitations, developed press releases and other facets necessary to produce successful news conference events.

Press Releases

The Office of Operations and Communications has become a conduit for press releases in several IDOT Districts. OOC staff in IDOT Districts 2, 3, 4, 5, and 6 produce and review press releases that emanate from bureaus within the respective districts. OOC staff proofs for content, form and spelling and then forward the release to IDOT’s Public Information Officers for distribution to the media.

Public/Private Partnerships

At a time when state agencies are asked to do more with less, sources for alternative funding gain even greater importance. One source of alternate funding is through Public Private Partnerships (PPP’s). PPP’s offer a new revenue stream for government entities and provide economic opportunities for the private sector.

IDOT extended its partnership with Best Western of Illinois as the official sponsor of the State of Illinois Highway map. Through the Public-Private Partnership, taxpayers saved more than \$100,000 for the printing of more than 3 million maps.

Additionally this year in Chicago, IDOT has embarked on an agreement with local media networks. In exchange for mentioning IDOT as a credit of real time traffic information, IDOT will allow the media to use its images from traffic cameras placed throughout the area. This agreement should be fully operational within the year.

‘Love the Land of Lincoln – Please Don’t Litter’

The Illinois Department of Transportation’s new Love the Land of Lincoln- Please Don’t Litter campaign extends litter awareness to businesses, groups and communities throughout Illinois. Working in conjunction with the department’s Adopt-A-Highway Program, the



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purpose of the new campaign is to remind people not to litter in Illinois.

To promote litter prevention IDOT is asking businesses, organizations, and schools that want to support the program to join and display our signs. Involvement is as simple as picking up trash.

The new IDOT Love the Land of Lincoln Please Don't Litter signs are also posted at all Illinois rest areas. The Department of Natural Resources has also joined IDOT to promote public awareness by erecting Love the Land of Lincoln Please Don't Litter signs at the state park entrances throughout the state as well as at the Illinois State Fair and DuQuion Fair.

E-Mail Alert System

Chicago-area commuters are making great use of free, real-time traffic alerts from the Illinois Department of Transportation (IDOT) through an e-mail alert program initiated by Governor Blagojevich.

The new system – available through www.iltrafficalert.com – has proved popular as it allows motorists to request customized e-mail traffic reports providing information about travel times, vehicle speeds, construction work, congestion and incident occurrences affecting any of more than 70 route segments on Chicago-area expressways and suburban Tollways. The automatic alerts can be sent to participants via e-mail, cell phone text messaging, or other mobile devices. Additional segments will be added pending completion of construction projects and other factors. The system was launched first in the Chicago area as part of IDOT's ongoing congestion mitigation efforts.

Going Green

IDOT has been a major innovator among governmental agencies when it comes to supplying biofuels information to the public.

On December 11, 2007, the IDOT received the "Green Government Award for Innovative Projects" from the Illinois Green Government Coordinating Council. The Council annually presents awards to state agencies that have shown exceptional commitment to improving the environmental quality of Illinois.

In response to Governor Blagojevich's plan for energy independence by 50% of our motor fuel needs come from Illinois crops by 2017 and have universal availability of E-85 at fuel stations statewide, IDOT took unprecedented efforts to inform the public as to locations of stations that offer E-85 and or biodiesel fuel. IDOT now has a listing and map indicating all fuel stations in Illinois that offer E-85 and or Biodiesel fuel on the www.GettingAroundIllinois.com website.

Blue Board signs are now in place throughout the interstate system in Illinois indicating the availability of E-85 and or Biodiesel fuel at interstate exits. Trail blazer signage has also been placed on the exit ramps indicating with arrows the direction to the stations. Large display maps of Illinois indicating biofuel locations have been placed in all rest areas in Illinois in addition to a brochure listing the biofuel stations in Illinois.

IDOT is also a proud member of the Biofuels Working Group and Green Government Council as well as the Wind Powered Electrical Systems Committee.



OFFICE OF THE SECRETARY

Responsibilities

The Office of the Secretary serves as the focal point for coordinating IDOT's large and diverse modal activities and directing the transportation policy of the state in concert with the Governor and the General Assembly. This Office also oversees strategic planning and performance accountability for the department.



Milton R. Sees

Secretary Milton R. Sees

Milton R. Sees, a licensed professional engineer, joined IDOT as Director of Highways in 2006. He previously had served as general manager of Crisp Container Co., vice president and general manager of Southern Illinois Concrete Products Co., president and chief lobbyist for North American Wire Reinforcement Institute Inc., executive director of the Illinois Concrete Pipe Association, and deputy director and assistant chief engineer for the Capitol City Railroad Relocation Authority. He was confirmed as Illinois Secretary of Transportation in 2007, after serving as Acting Secretary for 9 months.



Clayton K. Harris III
Chief of Staff



Brice Sheriff
Chief Operating Officer



John Webber
Assistant to the Secretary



David Phelps
Deputy Secretary





PEOPLE

For IDOT's Staff, Professionalism Is the Key to Success

The Illinois Department of Transportation has a long tradition of professionalism and achievement, and IDOT staff has a lot riding on the successes or failures it either enjoys or endures. At IDOT, staff typically exhibits the kind of personal pride that often spells the positive difference between failure and success. The culture at IDOT insists that failure is not an option, and when the chips are down, staff consistently rises to the occasion.

Never has this attitude been more apparent than in the early 21st century as nationwide budget constraints and increasing demand for accountability have combined to add unprecedented program and service delivery pressures to a rapidly decreasing staff. IDOT has reduced staff numbers by more than 20 percent, more than 1,400 workers, since 2002 while continuing to deliver on its annual program promises.

The Department has worked through staffing concerns to date by focusing on improved process efficiencies, improved program coordination, improved training, improved strategic planning, improved communications, more effective use of outside contractors, improved contract and procurement management, and more.

But mainly, the gains made at IDOT despite continuing budget constraints point directly to the willingness and abilities of key staff to take on additional workloads, learn additional skills, and produce additional value for IDOT's customers – the business and leisure travelers who rely on Illinois' vast array of safe, cost-effective transportation options.

As a result, every single man and woman who proudly exclaims they work for IDOT will tell you that they do much more than their job titles require. This reflects the traditional can-do attitude and staff support that keeps IDOT successful and prepared to deliver needed transportation services. At IDOT, it all starts with a dedicated, knowledgeable and professional staff.

FISCAL OVERVIEW

The IDOT highway programs are primarily supported by three major revenue sources: two state tax sources and federal aid.

State Revenues. One state resource is the Motor Fuel Tax (MFT) with a rate of 19 cents per gallon on motor fuel consumed on the highways plus an additional 2.5 cents per gallon for diesel. The other is motor vehicle registration fees that vary according to vehicle type and weight. The state shares MFT revenue with local governments for use on their road systems, distributing more than 54 percent of net revenue to them. This means about 25 percent of all state source highway revenue is distributed to local governments.

The characteristic common to both major state sources is that the tax base does not grow sufficiently with inflation and has even shrunk at times. Although auto and truck travel have steadily increased, the effect on fuel consumption has been significantly offset by increased fuel efficiency. Since neither the fuel tax nor registration fees are based on price or value, inflation does not cause tax revenues to grow. As a result of these factors, the major revenue sources for highway programs do not grow sufficiently to keep up with inflation-driven costs.

Federal Revenues. The third major source is federal aid, supported by the federal Highway Trust Fund (HTF). Although there are several taxes supporting this fund, the main one is the federal motor fuel tax. This tax, like the Illinois tax, is applied in cents per gallon and is subject to the same slow-growing trends. In the past, federal expenditures from the HTF have been artificially constrained in an effort to reduce the federal budget deficit. The current multi-year authorization bill, SAFETEA-LU, is designed to distribute all available money to the states. While the legislation raised federal highway funding to Illinois, the increase still fell far short of the amount needed to keep up with the level of deterioration of Illinois' highways and bridges.

Illinois is one of only a handful of states where motor fuel is subject to the sales tax. Transportation financing legislation in 1979 directed a percentage of sales tax revenue, estimated to be equal to that raised from motor fuel, to highways funding. Legislation enacted in subsequent years gradually reduced the percentage until Illinois FIRST eliminated its use for highway funding in April 2000 pursuant to legislation passed in 1999.

ROAD FUND, CONSTRUCTION FUND

IDOT has two funds that support most of the highway programs. The Road Fund is the fund that IDOT has used throughout its history to support highway construction, maintenance, and related operations. The

1983 tax increase legislation created the Construction Fund (technically, the State Construction Account Fund) and directed all revenue from the tax increases into that fund. The Construction Fund can only be used for contract construction on the state-maintained system.

Road Fund

The Road Fund's primary revenues come from motor fuel taxes, motor vehicle registration fees, and federal reimbursement. Other revenue sources include reimbursements from local governments, interest earned on fund balances, and miscellaneous fees. All federal reimbursement is deposited in the Road Fund regardless of the fund in which the reimbursed spending occurred. Any type of spending authorized by IDOT's enabling statutes for highways or its associated support costs can occur in the Road Fund. This includes paying for any construction on the state or local highway system, debt service, IDOT operations, grants and highway safety spending.

Construction Fund

The Construction Fund's revenues come from motor vehicle registration fees, motor fuel taxes, the diesel differential, and interest earned on fund balances. The diesel differential is an additional 2.5 cent per gallon tax on diesel fuel above the base tax rate. It was imposed in 1983 along with higher registration fees on larger trucks to defray extra costs from allowing 80,000-lb. trucks on Illinois highways. The only type of spending allowed in the Construction Fund is for highway construction on the state highway system. IDOT may not use this fund to pay for a project on the local highway system or any other type of expenditure and cannot use it for debt service on highway bonds, nor contractual or regular Department employees.

COMBINED ROAD AND CONSTRUCTION FUNDS

The combined Road and Construction Funds make up IDOT's primary fiscal perspective. The combined funds perspective is necessary for financial planning and is what the Comptroller uses when discussing IDOT finances (by referring to the "Road Funds"). However, it is always important to note that the combined funds consist of two separate funds. Each fund requires cash for balances and extra administrative effort.

The combined funds' primary revenue sources are motor fuel taxes, motor vehicle registration fees, and federal reimbursement. Other revenue sources include reimbursements from local governments, interest earned on fund balances, and miscellaneous fees.

Highway construction spending makes up more than half of all spending in the combined funds. Other spending includes the Secretary of State, State Police,

group insurance, grants for highway safety programs, local maintenance agreements, metropolitan planning, and other various items.

SERIES A BONDS

General Obligation bonds for highways were first authorized by the General Assembly in 1971 under the new state Constitution that eased requirements for bonds. Bond authorizations have been raised five times since then. The last four authorization increases in 1979, 1983, 1989, and 1999 were associated with an increase in revenue supporting state highways. Raising revenues when increasing bond authorizations recognizes that bonds are not free cash and that revenues must be provided for repayment and interest.

There are two main reasons for the use of bond financing. One is to reduce construction costs of a project by building now with bonds instead of later as revenues become available but at higher costs from inflation. The other reason is that the costs of long-lived capital projects (in terms of debt service) are more closely matched to benefits of projects over the same period. These advantages must be balanced against the risk of selling so many bonds that debt service becomes such a large proportion of revenues that it adversely impacts operations and current revenue-funded capital programs.

FUNDING THE HIGHWAY CONSTRUCTION PROGRAM

Four things make IDOT finances unique among state agencies:

- IDOT prepares a multi-year construction program and updates it annually.
- IDOT's predominant funding comes from special dedicated funds and relatively little comes from General Funds.
- The major part of the budget is capital which is funded primarily by current revenues and relatively little by bonds.
- The majority of construction spending in a given year is from re-appropriations, not new appropriations.

IDOT publishes a multi-year program every spring, updating the prior year's program, deleting the first year and adding a year to the prior year's program. The program consists of a brief description of the projects that IDOT expects to put under contract, i.e. accomplish, during the specified period. Along with many other tasks, a multi-year projection of the supporting funds' fiscal status is necessary to determine the affordable level of the program. An annual program, which is the first year component of the multi-year program, is published once appropriations are approved for the new fiscal year. The entire cost of an annual program is appropriated for the fiscal year.

Training and Staff Development at IDOT

The Training and Educational Development Section provides quality leadership, managerial, technical and human resource training to the employees of IDOT. These services encourage all levels of personnel to improve their interpersonal, leadership, managerial and technical proficiency.

The Program Development (PD) Technical Training series expands technical skills needed by employees to perform Phase I and Phase II tasks related to project development and preparation of plans, specifications and estimates (PS&E) for scheduled lettings. Courses cover a broad curriculum of specific technical topics as well as overviews of policies and procedures for developing projects and preparing plans.

Employee Safety Unit

Occupational Safety Training Programs are for employees who may be exposed to hazards within their job assignments. IDOT employees are trained on various health and safety issues that could affect their lives. Several of the programs are mandated by the U.S. Department of Labor and follow OSHA standards. Land Surveyors, Structural Engineers and Civil Engineers can earn required Professional Development Hours (PDH) for identified seminars.

Behavioral Risk Unit

The risk unit provides courses designed to train senior management, managers, supervisors and employees to recognize danger signals in order to intervene or seek assistance before problems escalate.

All training courses fully comply with mandatory federal and state educational requirements and incorporate adult education principles and guidelines.

Training Accomplishments for 2007

Reinstitution of Operations Training

Operations training of the IDOT Operations Workforce was temporarily suspended from 2003 to 2006 for budgetary reasons. It is back in place to help:

- Improve operational efficiency and corresponding productivity,
- Provide better communications between employees to help ensure a safer work environment, improve employee morale, and ensure compliance with existing policy guidelines.
- Reinforce positive public perception of the capability and efficiency of the IDOT Operations Workforce.

Additional Training Program for New Supervisors

This new initiative provided six one-day training sessions for approximately 100 new supervisors to learn core skills necessary to be successful in their roles.

Expanded Context Sensitive Solutions (CSS) Training

The IDOT Context Sensitive Solutions (CSS) training program is to:

- Develop awareness of the nature of CSS and its benefits to IDOT, FHWA and the communities served;
- Build partnerships and consensus with stakeholders through a constructive, collaborative decision-making process;
- Integrate the CSS process through all phases of a transportation project.

OSHA 30-Hour Training

This course targets employees who have a supervisory role, or oversee field operations or construction projects, and incorporates an understanding of multiple work-safety topics. Topics covered in this course are specific to job responsibilities of the trainee.



Illinois Motorist Opinion Survey Results – Summary for 2007

The Illinois Department of Transportation focuses long-term strategic objectives on customer needs and expectations. In addition to project-specific stakeholder meetings, hearings and discussions, IDOT since 2001 has employed several comprehensive customer survey tools designed to measure user satisfaction levels with various transportation services.

One of the most revealing and helpful tools in shaping long-range objectives is the annual Illinois Motorist Opinion Survey, a written questionnaire randomly distributed each year by mail to a random sample of Illinois licensed drivers. The survey is conducted and administered each year on behalf of IDOT by the University of Illinois-Springfield Survey Research Office. The survey is stratified among the nine IDOT regional districts to provide an accurate balance in responses and opinions from motorists throughout the state. The typical response rate for these surveys is from 35 to 40 percent, providing a sample of from 1,200 to 1,500 usable responses each year. The 2007 survey produced a sample of 1,413 responses, resulting in a sampling error of plus or minus 2.6 percent with a 95-percent confidence level. This means that results of this survey sample will be within 2.6 points of actual population characteristics 95 percent of the time.

Each year, the bulk of the survey is focused on static questions within four basic areas of IDOT transportation service – Roadway Maintenance and Traffic Flow; Road Repair and Construction; Traveler Services; and Employee Conduct. Motorists are asked a series of questions for each service area calling for their ratings of IDOT services on a five-point scale: Excellent, Good, Fair, Poor and Very Poor. Responses are then combined and calculated to provide an overall index of satisfaction for analysis, ranging from 1.0 to 5.0. The method also allows responses to be analyzed based on percentages of specific responses received – for instance, the percent of motorists rating a particular service “good” or “excellent.” These responses to repeating questions provide a benchmark from year to year by which to measure changes in overall motorist attitudes.

Each annual survey also includes a short series of questions that change from year to year to provide IDOT information on topical subjects of the moment, such as traffic safety, motorist communications, work-zone issues, user fees, or specific program or project results.

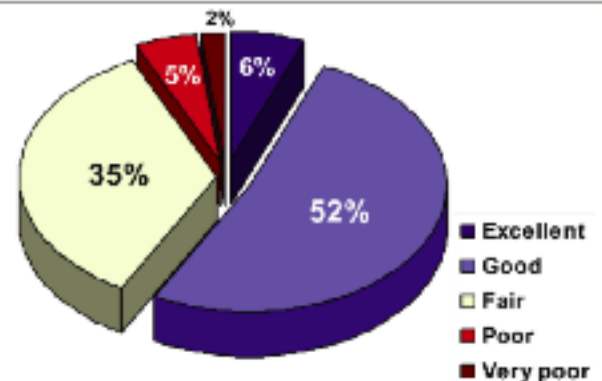
The following is a general summary of results in the four service areas. Readers should keep in mind that, while the survey attempts to describe the differences between state-maintained roads and locally maintained roads, and seeks information and satisfaction levels on

the state-maintained roadway system itself, the results should generally be considered as indicative of satisfaction levels with all roads in Illinois.

Motorist survey results since 2001 show that attitudes and satisfaction levels have remained consistent with few significant statistical fluctuations from year to year.

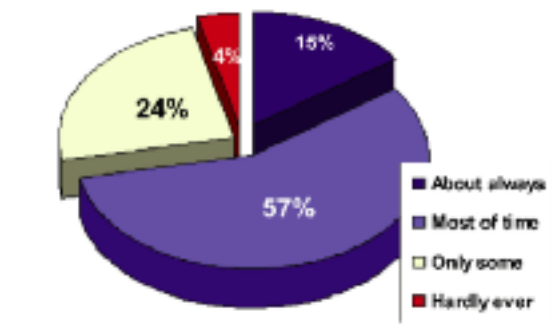
Motorist Opinion Survey 2007

How Good a Job Is IDOT Doing Overall?

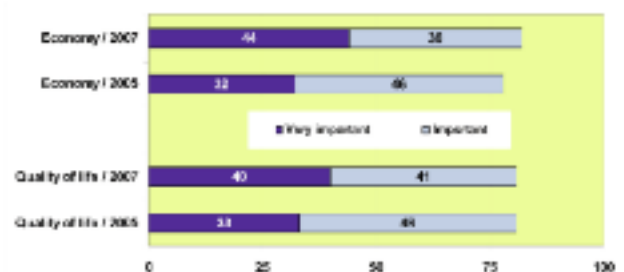


Motorist Opinion Survey 2007:

How much of the time you trust IDOT to do what is right regarding transportation issues?



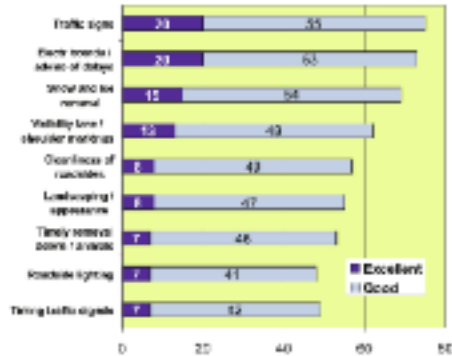
Assess IDOT's Importance To The Illinois Economy and Overall Quality of Life, 2005 and 2007



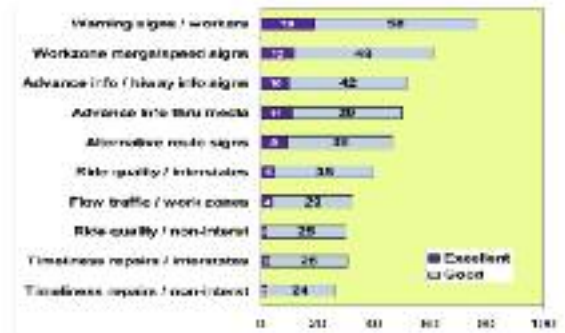
2007 Illinois Motorist Opinion Survey – Summary of Results

- Overall Job IDOT is Doing: 3.54 out of 5.0, and 58 percent rated “good” or “excellent.”
- How Often You Trust IDOT to Do the Right Thing: 3.81 out of 5.0, and 72 percent rated “just about always” or “most of the time.”

Maintaining Highways and Traffic Flow: Excellent and Good Ratings, Spring 2007



Road Repair and Construction: Excellent and Good Ratings, Spring 2007



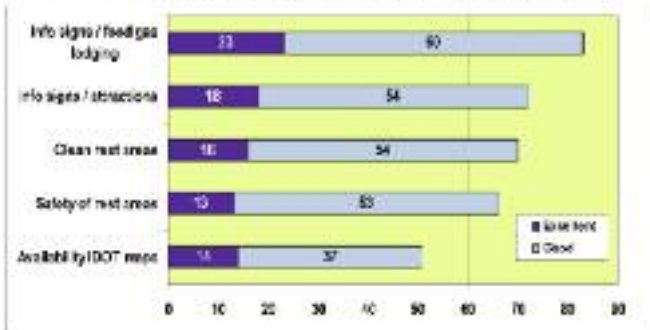
Roadway Maintenance and Traffic Flow (9 aspects surveyed):

- Overall Satisfaction Range: 3.38 to 3.90 out of 5.0.
- Overall Satisfaction Mean for the 9 aspects: 3.61 out of 5.0.
- Highest Rated Services: Traffic signs; Electronic message boards to advise of delays or traffic conditions; Snow and ice control and removal; Visibility of lane and shoulder markings.
- Lowest Rated Services: Roadside lighting and reflectors; Timing of traffic signals; Landscaping and overall appearance, Timely removal of debris from roadways.

Road Repair and Construction (10 aspects surveyed):

- Overall Satisfaction Range: 2.92 to 3.91 out of 5.0.
- Overall Satisfaction Mean for the 10 aspects: 3.30 out of 5.0.
- Highest Rated Services: Warning signs when workers are present; Work zone signs to direct merging traffic and alert motorists to reduce speed; and Advance information about projects.
- Lowest Rated Services: Timeliness of repairs on non-interstates; Ride quality and smoothness on non-interstates; Timeliness of repairs on interstates; and Flow of traffic through work zones.

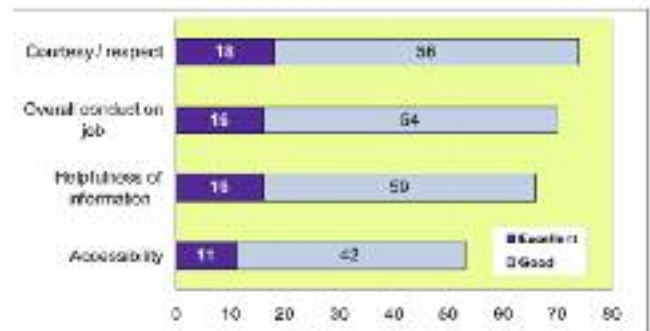
Traveler Services: Excellent and Good Ratings, Spring 2007



Traveler Services (5 aspects surveyed):

- Overall Satisfaction Range: 3.39 to 4.03 out of 5.0.
- Overall Satisfaction Mean for the 5 aspects: 3.75 out of 5.0.
- Highest Rated Services: Informational signs (blue service logo signs) at highway exits for food, gas and lodging; Informational signs (brown informational signs) about area tourist attractions and state parks; Cleanliness and safety of rest areas.
- Lowest Rated Service: Availability of free IDOT road maps.

Ratings of IDOT Employees: Excellent and Good Ratings, Spring 2007



Employee Conduct on the Job (4 aspects surveyed):

- Overall Satisfaction Range: 3.49 to 3.88 out of 5.0.
- Overall Satisfaction Mean for the 4 aspects: 3.73 out of 5.0.
- Highest Rated Aspects: Courtesy and respect shown to motorists; Overall conduct of employees on the job; Helpfulness of information provided by employees.
- Lowest Rated Aspect: Accessibility of employees when you need them.

Reaching Out to IDOT Customers & Stakeholders Through Context Sensitive Solutions

The Department has continued moving forward with the implementation of CSS during 2007. The year began with national recognition by way of a presentation at the annual meeting of the Transportation Research Board for the Department's CSS implementation. Work continued in the area of policy development, training, communication, and program implementation as outlined on the Department's CSS Balanced Scorecard.

Policy Development

The Department completed many of the Policy Development tasks established in the Balanced Scorecard during 2007.

- All implementing Divisions and Offices (Highways, Aeronautics, Public and Intermodal Transportation, and Planning) adopted formal procedures for the implementation of CSS. The Bureau of Local Roads also added sections regarding CSS to the Bureau of Local Roads and Streets Manual.
- Summaries of the Bike/Ped and Appurtenances reports were submitted to the Secretary's office for review. A draft revision of Chapter 7 of the BDE manual concerning this subject has been prepared.
- The Department is working with the legislature and the interest groups to determine the impact of Public Act 95-0665 (Complete Streets) on Department activities and on CSS implementation. Complete Streets is one program encompassed by CSS.

During 2008, the Department will pursue the adoption and implementation of the revision to Chapter 7 of the BDE manual regarding bike and pedestrian accommodations. In addition, the Department will continue to explore and reconcile the role of Complete Streets within the implementation of CSS.

Training

In order for CSS to be implemented effectively by the Department, it is essential that the Department train personnel, consultants, and local agency partners in CSS. The Department has developed and is teaching three separate CSS training classes.

- The Department's CSS training manual was revised in 2007. Part of that revision included expanded information on multi-modal transportation.
- In 2007, one Local Agency class was held. During FY2008, the CSS Approach class will be opened up to local agency staff.
- During 2007, seven training classes were held for Department staff and consultants. Resource agency staff also began attending the Department's CSS training courses as part of a pilot project.

- In November, Department staff attended facilitation training to improve their meeting facilitation skills. Another facilitation class is scheduled for 2008.
- Outreach to the state's universities has continued with Department staff making a presentation to engineering students at Bradley University. A presentation before engineering students at the University of Illinois is scheduled for March 2008, as well.

During 2008, an emphasis on training will continue. The FY2008 training schedule is on the Department's CSS website. Currently, six classes are scheduled for 2008. Outreach to the universities and the resource agencies will continue and be expanded. A proposal has been approved for the development of an on-line CSS training class. Work has begun on this class, and it will be implemented during 2008.

Communication

The focus for communication this year was the CSS webpage.

- The Department's CSS webpage has been updated and made more user-friendly.
- There have been 4,764 hits on this webpage during 2007.
- Receiving updates regarding Department CSS projects for inclusion on the webpage continue to be problematic.

During 2008, the focus will be on providing meaningful and timely information regarding Department CSS projects on the CSS webpage.

Program Delivery

- A matrix has been developed for the tracking of the Department's CSS projects.
- Presentations regarding two major CSS projects were made at the annual OPP Fall Planning Conference.

Program Delivery will be the main CSS issue for focus in 2008. This will include tracking all Department CSS projects as well as providing the public with information regarding recent and currently underway CSS projects.

Implementation means the Department has advertised and begun awarding contracts for preliminary engineering studies specifically requiring the use of the CSS process. CSS principles already have been utilized in several important projects. Examples include the Prairie Parkway Study, the I-74 reconstruction project through Peoria, the South Lake Shore Drive reconstruction, the Dan Ryan and Kingery reconstruction, and the early phases of planning for the new Mississippi River bridge at East St. Louis.



These efforts during recent years have earned the Department local and national recognition. The American Council of Engineering Companies of Illinois awarded the Department the Eminent Conceptor Award for the removal and widening of the Murray Baker Bridge as part of the I-74 reconstruction project in Peoria. The American Association of State Highway Transportation Officials (AASHTO) recognized the I-74 project in 2005 for excellence in community outreach.

The Federal Highway Administration also recognized IDOT for Excellence in Highway Design for the South Lake Shore Drive reconstruction project. The Institute of Transportation Engineers also recognized the South Lake Shore Drive project in part for its use of CSS principles. The City of Chicago and IDOT received the Transportation Achievement Award which recognizes significant and outstanding transportation achievements concerning safety improvements in transportation.

Finally, the Department's approach to implementation of CSS has received national recognition from AASHTO. As part of its annual CSS competition, AASHTO recognized the Department from among more than 60 applications and 31 states as a notable practice in CSS organizational integration for its balanced scorecard strategic management approach to CSS. The review panel members for this competition said IDOT "is developing a good set of tools, including changes to policies and procedures as well as training components that will help to instill CSS throughout the agency."

Further national attention was focused on the Department's CSS activities at the Transportation Research Board's 86th Annual Meeting in Washington, D.C. in January, 2007. The Department's paper, "Context Sensitive Solutions Strategic Plan for the Illinois Department of Transportation" was selected for presentation at this meeting.

MAJOR PROJECT HIGHLIGHTS

Major projects under way or completed in 2007 include:

Chicago-Area

• I-55: I-80 to Weber Road

This project involves the widening and resurfacing of I-55 in the center median area and constructing an additional third lane in each direction with a barrier wall. The construction of main drain sewer, signing, bridge improvements and noise wall are included with the proposed scope of work.

Twelve contracts totaling nearly \$115.5 million have been let to date on this project. The four mainline contracts were let in June at a total of nearly \$77.2 million. Completion is expected in fall of 2008.

• I-94 (Edens Expressway): Lawrence Avenue to Lake Cook Road (South and North Contracts) Cook County
The I-94 (Edens Expressway) project from Lawrence Avenue to Lake Cook Road within Cook County involved nearly 14 miles of pavement patching, more than 4 inches of hot mix asphalt resurfacing, barrier wall repairs and minor drainage improvements at Foster Avenue, Pratt Avenue, Winnetka Road and Willow Road.

Six mainline bridges will be repaired, to include deck patching, bridge joint repairs and the placement of a concrete overlay. The bridge work involves I-94 (Edens Expressway) over Cicero Avenue, North Branch of the Chicago River, Forest Glen Avenue, Golf Road, Union Pacific Railroad and the Skokie River.

Two projects were let on Aug. 3, 2007 with a combined contract cost of more than \$41.6 million. The completion date for the south contract from Lawrence Avenue to Old Orchard Road is Sept. 30, 2008. The completion date for the north contract from Old Orchard Road to Lake Cook Road is Sept. 30, 2008.

• US 6 (159th Street), US 45 (LaGrange Road to 94th Avenue), Village of Orland Park, Cook County

The US 6 (159th Street) reconstruction project from US 45 (LaGrange Road) to 94th Avenue within the Village of Orland Park in Cook County involves improvements to a half-mile of US 6 (159th Street) and nearly a half mile of US 45 (LaGrange Road). The improvement includes widening and reconstruction of the roadway with jointed Portland cement concrete, construction of combination concrete curb and gutter, storm sewer installation, water main relocation, sidewalk construction, installation of highway lighting and the construction of a landscaped barrier median which includes trees and perennial plantings.

The following intersections will be modernized: US 6 (159th Street) at US 45 (LaGrange Road), US 6 (159th

Street) at 94th Avenue and US 45 (LaGrange Road) at 158th Place. The completion date for the project is Summer 2008.

• IL 68 at US 14, Village of Palatine and Inverness, Cook County

IL 68 over US 14 and the UP Railroad provides for the reconstruction of the bridge and the diamond interchange with mainline US 14. The UP Railroad runs parallel to US 14, and the contract includes the reconstruction of two closely spaced bridges carrying IL 68, along with traffic signals for ramp movements and reconstruction of the ramps.

This project let in March 2007 has a contract cost of more than \$11.6 million with completion scheduled for Summer 2008.



• Kingery Expressway

Reconstruction of the Kingery Expressway (I-80/94) was completed mid-summer 2007. The \$460 million Kingery Reconstruction Project included work on I-94 (Bishop Ford Expressway), IL 394, I-80/94 (Kingery Expressway in Illinois and Borman Expressway in Indiana), Torrence Avenue and various local frontage roads in South Holland and Lansing, Illinois and Munster and Hammond, Indiana. Numerous presentations were made to local businesses, local governments, media and community groups to keep the public informed of progress of the work. IDOT networked with the trucking industry across the country to keep them informed of expressway detours required to set curved girders over the expressway. Motorists were also informed of traffic impacts due to expressway detours by signs placed at rest areas, and through the IDOT website and press releases. IDOT received two awards from the American Council of Engineering Companies. In 2007, the IL 83 interchange at I-80/94 received the Illinois Honor Award for Engineering Excellence, and the entire Kingery project received the Engineering Excellence Award.

• Elgin O'Hare – West Bypass Phase I Study

The federal SAFETEA-LU transportation legislation earmarked \$140 million in federal funds for the eastern extension of the Elgin O'Hare and a western bypass of O'Hare field. In June 2007, IDOT initiated the Phase I planning process, which includes preliminary engineering, environmental and public involvement activities. The Public Involvement program reflects the Department's Context Sensitive Solutions (CSS) policy, a flexible and creative approach that encourages early, meaningful and frequent stakeholder input. The study team conducted stakeholder events in October, November and December, involving hundreds of participants such as elected officials, agencies, communities, interest groups and the general public. These events gathered input regarding transportation needs and this input will be used to develop rail, bus, highway, bike and pedestrian alternatives as the process moves forward.



• Completion of Dan Ryan Expressway Reconstruction

This \$975 million project was completed in 2007, and involved the multi-year reconstruction of the Dan Ryan Expressway mainline travel lanes, including express lanes and local lanes, between 31st and 69th streets, mainline reconstruction from 71st Street south to I-57 and the addition of a lane in each direction. The work consisted of retaining walls, improved entrance and exit ramps, installation of new storm sewers to prevent flooding problems during heavy rains on the expressway, reconstruction of the three bridges, new 30-year life pavement for local lanes from 31st to 71st streets (Southbound and Northbound completed 15 days ahead of schedule), Southbound 71st Street to I-57 interchange-Mainline (completed 10 days ahead of schedule), Northbound I-57 to 71st Street-Mainline (completed five days ahead of schedule), bridge overlay with joint replacement (Southbound completed 15 days ahead of schedule), improved highway lighting and new Dynamic Message Signs for public information and safety. The Dan Ryan project was completed and safely opened for traffic ahead of schedule.

IDOT coordinated numerous community outreach efforts through public meetings, public hearings, legislative meetings, a telephone hotline, website updates, press releases and brochures alerting the community of traffic alerts. IDOT has pushed to increase the Disadvantaged Business Enterprise participation goal (the main contractor received an award from the Illinois Road Builders Association for the achievement of Equal Employment Opportunity Utilization-47 percent). IDOT received an award from the American Society of Civil Engineers for the Outstanding Civil Engineering Achievement of the Year over \$5 Million.

Northern Illinois

• US 20 Freeport Bypass (IL 26 to Springfield Rd, Freeport)

In 2007 the Freeport Bypass project was completed to provide a continuous four-lane access-controlled facility around the north side of Freeport. The total cost of this project was \$23 million. At 6.3 miles, this IL 26 to Springfield Road section represents most of the bypass length, as well as the initial construction leg of the overall US 20 Freeport to Galena initiative. A new interchange at IL 75 and a major Pecatonica River bridge crossing are among the project's key elements.

• Milan Beltway Extension

The \$50 million project to build a new bridge over the Rock River to connect Milan with Moline/Rock Island was finished and the new river crossing was opened in June 2007. This project provides greater access to developing John Deere Road and nearby medical facilities, and provides a better link between Illinois Quad City communities.

• IL 173/I-90 Interchange

This \$19 million contract was let in early 2006 and was opened to traffic in July 2007. This project resolves the traffic and capacity deficiencies prompted by rapid growth and development within the area. This provides an additional National Highway System (NHS) interconnection and improves public access to metro commuter rail in Harvard.

• Prairie Parkway Study

The Draft Environmental Impact Statement was presented at public hearings in December 2006 and February 2007. In June 2007, a Preferred Alternative was selected consisting of the B5 Freeway connecting I-80 and I-88 and widening IL 47 from I-80 to Caton Farm Road. In July 2007, public hearings were held to present the revised Corridor Protection, proposed road closures, and to discuss the project's impacts on new federal air quality requirements. In November 2007, the revised Corridor Protection was approved, reflecting the Preferred Alternative B5 Freeway. To date, IDOT has held more than 200 meetings with the general public, landowners, elected officials, governmental staff and interest groups as part of the project's CSS effort.



- **I-39 Abraham Lincoln Bridge**

The deterioration of the bridge deck of the Abraham Lincoln Bridge over the Illinois River necessitated the fast-track preparation of plans and specifications completed in one year. The project was awarded in November 2006 construction letting and was more than 50 percent complete at the end of 2007. Construction is expected to be complete by November 2008.

Central Illinois

With the completion of the upgrade I-74 reconstruction project in Fall 2006, the following awards were presented to IDOT in 2007:

- **IL 336 Expansion from Carthage to Macomb**

The final two contracts in District Four are well under way and the four-lane roadway will be open from Quincy to Macomb by the end of 2008. This is a major four-lane expansion of IL 336 that has been coordinated across two districts. It will be instrumental in bringing economic development and opportunity to west central Illinois.

- **2.0 – 6.5 Miles East of Carthage**

Construction for this 4.5-mile section of the Quincy to Macomb corridor is 60 percent complete. This \$24.5-million project is expected to be complete in late 2008.

- **6.5 Miles East of Carthage to 0.8 Miles West of the McDonough/Hancock County Line**

Construction for this 4.4-mile section of the Quincy to Macomb corridor is 35 percent complete. This \$26.4-million project is expected to be complete in late 2008.

- **IL 40 Expansion from IL 6 to Hickory Grove Road**

This project widened IL 40 from a two-lane to a five-lane highway to better serve this high growth area in Peoria. The contractor expedited their work and essentially completed this anticipated two-year project during just the 2007 construction year.

- **Peoria to Macomb Highway Study**

This study for the location and associated environmental work for a further extension of IL 336 continued throughout 2007. Preliminary preferred alignment of the highway was unveiled during three public information meetings held in 2007. A final public hearing is scheduled for Spring 2008 with a Record of Decision from the FHWA anticipated by the end of 2008.

- **IL 29 from IL 6 to I-180 Study**

A final public hearing was completed this year for the four-lane expansion of IL 29 from Peoria north to I-180. The final environmental impact statement and design reports are being prepared and should be completed with a Record of Decision from the FHWA in 2008. This project will increase traffic safety and enhance economic development along this 35-mile corridor, providing a new four-lane connection between Peoria and I-80 in northern Illinois.

- **US 136 (East Main Street) in Danville**

The second of two sections of the US 136 project was completed in 2007. This project is from IL 1 to Buchanan Street. The work consisted of reconstruction and widening of 2.2 miles of existing pavement to provide a four-lane

roadway with a bi-directional center turn lane. The projects included railroad crossing improvements and extensive right of way and utility relocations in the downtown area of Danville at a total cost of \$17 million.

- **I-57 at Curtis Road Southwest of Champaign**

This project entails construction of a new interchange with I-57 and 1.6 miles of four-lane connecting roadway between Staley Road and Duncan Road. This project includes extensive right of way and utility relocations, including relocation of a major natural gas pipeline serving the University of Illinois, Champaign campus. The majority of the work has been completed, and the interchange is scheduled to open in Spring 2008.



- **US 136/IL 336 Four-Lane Expressway South of Carthage to West of the McDonough/Hancock County Line**

The ongoing quest for economic development and economic opportunity in west-central Illinois has been the driving force behind the progress of IL 336. The Quincy to Macomb corridor will be complete by the end of 2008.

- **US 67 Four-Lane Expressway - Morgan and Scott Counties**

Economic development and opportunity in west central Illinois also has been the driving force behind the 229-mile improvement of US 67 from I-270 south of Alton to I-280 at Rock Island. A consultant was selected in March 2007 to provide a CSS study from 1.1 miles north to 0.5 mile south of the Illinois River (Illinois River Bridge), funded at \$160,000 in FY 2007 and \$240,000 in FY 2008. In addition, the consultant will prepare contract plans including the Type, Size, and Location bridge and roadway plans for the project limits.

- **US 51 Four-Lane Expressway - Moweaqua to Pana in Christian County**

A 3.9-mile section of U.S. 51 from south of Moweaqua to north of Assumption opened to traffic in September 2007. The contract was awarded in August 2005 at a cost

of \$14.3 million. Engineering and land acquisition efforts continue from north of Assumption to south of Pana.

- **I-72 at Macarthur Boulevard**

Construction is under way for the extension of Macarthur Boulevard in Springfield from the North Street/Junction Circle intersection to approximately a half mile south of I-72. Included is a new diamond interchange on I-72, 1.5 miles west of the I-55/Sixth Street interchange in Springfield. This contract totaling nearly \$22.5 million was awarded in March 2007. By December 2007 the project was 40 percent complete.

South-Central Illinois

- **US 45 in Clay County**

These widening and resurfacing projects include horizontal and vertical realignments in addition to widening and resurfacing of several miles of US 45 from the north city limits of Louisville to Bible Grove Road. The cost of these projects is \$12.9 million.

- **IL 32/33 from the IL 32/33 Junction to Ford Avenue in Effingham**

These projects include a roadway widening from two lanes to five lanes with major intersection reconstructions at the IL 32/33 junction and the Ford Avenue intersection. The cost of these projects is \$15 million.

- **I-57 Interchange in Coles County**

These local agency projects include a new interchange on I-57 north of Mattoon and the overpass of US 45 with a new connection from US 45 to I-57. The project was designed to provide access to an industrial area to improve traffic capacity and promote economic development. The cost of the two projects to date is \$18.8 million. There are three remaining projects to connect the new interchange to the industrial area on IL 130 north of Charleston.

- **IL 33 from Effingham to Dieterich**

This project includes widening and resurfacing along with bridge rehabilitations and replacements along a 10-mile section of IL 33 from Effingham through Dieterich to the Jasper county line. The cost of the project is \$11.4 million and with another section planned from the Jasper/Effingham county line to Newton.

- **Wabash River Bridge at Mt. Carmel on IL 15 - Indiana Route 64**

This project consists of a new bridge and a small alignment change to more safely and effectively connect Illinois and Indiana in the Mt. Carmel and Princeton area. This structure is to replace the existing aged structure that is the only river crossing for several miles in each direction. The project is designed to improve traffic capacity and safety, as well as promote economic development in the area. The bridge contract is \$30.6 million.

Southwestern Illinois

- **New Mississippi River Bridge at St. Louis**

The new Mississippi River Bridge project consists of a new bridge and several roadway and interchange improvements connecting Illinois and Missouri north of downtown St. Louis. Additional river crossing capacity is needed to provide for the area's projected growth. The project is designed to reduce congestion, improve traffic capacity, enhance highway safety, promote economic development and improve national security.

- **McKinley Bridge, Venice**

This project is a \$44.5 million reconstruction and rehabilitation of the McKinley Bridge across the Mississippi River in Venice. The structure was closed in October 2001 due to advanced deterioration. After extensive rehabilitation, the bridge was opened in December 2007. Opening the McKinley Bridge re-establishes an important option for commuter traffic traveling between Illinois and Missouri. It also promotes economic development for the north side of St. Louis and the industrial areas of Venice, Brooklyn and Madison County in Illinois.

- **I-64, IL 157 to O'Fallon**

This \$55.8 million project provides for additional lanes to alleviate congestion by continuing expansion to a six-lane section from IL 157 to O'Fallon. All lanes were open to traffic in August 2007.



- **I-70/I-55 to 2.5 miles East of I-55/270/70 Interchange**

This \$5.6 million project, completed in 2007, consisted of resurfacing, new bridge deck, bridge repairs and scour mitigation.

- **I-55/64/70 - US 40 - Poplar Street Bridge to IL 203**

The \$2.1 million resurfacing of this major artery in the Metro East Area was accomplished with minimal disruptions to traffic. Construction was completed in August 2007.



Southern Illinois

- **New Interchange I-57/64 at Veterans Memorial Drive in Mt. Vernon**

This \$15.6 million project was awarded in September 2007 and is under construction. The new access point to I-57/64 and the overpass will greatly improve access to several regional trucking and distribution facilities. It will promote economic development by connecting the fast growing area west of the interstate to the rest of Mt. Vernon, including facilities for vehicles, pedestrians and cyclists.

- **IL 13 Connector in Harrisburg**

This \$5-million four-lane urban improvement from Granger Street to US 45 in Harrisburg was awarded in January 2007 and construction is nearing completion.

- **IL 13, 6-Lane Expansion in Williamson County**

The scope of work includes adding a third through lane to IL 13, major reconstruction of existing intersections and frontage roads. An open house public meeting and corridor protection hearing was held in October 2007. The Phase I study will be completed in spring 2008.

- **I-57 Over New IL 13 in Marion**

The scope of work includes bridge replacement, ramp modifications, center median barrier protections on I-57 and auxiliary lanes. Plan development is under way and preliminary land acquisition activities have begun. The cost for this project is expected to be approximately \$30 million.

- **I-57, Marion to Williamson County Line**

This \$8 million re-surfacing project was completed in 2007. The project was developed to minimize traffic disruptions during peak holiday traffic periods. The impacts were minimized, and the project was completed on time.

- **IL 13 in Carbondale**

The \$4.9 million expansion of IL 13 on the western edge of Carbondale included widening the section from New Era Road to Old Main Street to provide a five-lane urban section. This included replacement of the Crab Orchard Creek structure, storm sewer installation, sidewalks and intersection improvements within the corridor.

IDOT Uses Information from Health Experts to Devise State-of-the-Art Environmental Approach

IDOT blazed new trails toward improved stakeholder involvement and satisfaction with a dramatic shift in environmental policies governing urban freeway construction, starting with the Dan Ryan Expressway construction project.

IDOT implemented several innovative changes in its environmental policies to reduce the air pollution effects of highway construction, in coordination with other federal and state agencies such as the U.S. Environmental Protection Agency (USEPA), Federal Highway Administration (FHWA), Illinois Environmental Protection Agency (IEPA) and the Illinois Department of Public Health (IDPH). The IEPA called IDOT's strategy on the Dan Ryan the largest single clean-air construction project in the nation.

This landmark policy improvement for urban freeway projects began with the reconstruction of the Dan Ryan Expressway (I-90/I-94) in Chicago as IDOT enlisted the knowledge and professional skills of nearly two dozen public health and environmental experts in or close to the project area. The group recommended policy improvements on health and environmental services and information to the communities most directly affected by urban construction projects, including closer cooperation with federal and state environmental protection agencies to better serve those communities.

This environment and health focus group helped IDOT improve on several aspects of policy improvement and groundbreaking environmental initiatives, including:

- Air quality monitoring and reporting of air quality in the construction area: IDOT in conjunction with IEPA established monitors near the Dan Ryan construction site to regularly track levels of dust, particulate matter, and other pollutants to measure the effects of road construction on air quality, and to better mitigate or prevent construction activities that could worsen air quality.
- Contract provisions for dust control measures for particulate matter such as additional or continuous watering on site to minimize airborne dust coming from the project area.
- Tougher requirements on contractors to use ultra low-sulfur fuel for project construction equipment, or install emissions control devices on construction equipment.
- Stricter rules to limit equipment idling on the construction site.
- Proactive, timely and accurate communications to the area communities about air monitoring results and potential actions needed if results change significantly.

Many of these health and environmental solutions represented firsts nationally for urban construction projects, and have been recognized by the FHWA, USEPA and other environmental and health agencies. IDOT in 2005 received an award from Partners for Clean Air, a Chicago-centered coalition of agencies and organizations dedicated to improving air quality. Many of the requirements and lessons learned from the Dan Ryan project can and will be utilized in the planning, design and implementation of other urban construction projects in the Chicago area and throughout the state.

Improved Regional Cooperation is Hallmark of IDOT Community-Based Outreach

In an effort to further expand on the practice of Context Sensitive Solutions, IDOT engaged the immediate communities impacted by the Dan Ryan and Kingery Expressway Projects, and expanded the approach locally and even across state borders.

The Dan Ryan and Kingery expressways are crucial to car and truck traffic throughout the Chicago area, which is why IDOT made a concerted effort to ensure that Indiana, Ohio, Michigan and Wisconsin were aware of the construction staging changes and the impact of those changes on drivers. Weekly e-mail updates were sent to these states as traffic situations such as accidents occurred, IDOT immediately made these states aware of the current situations. Some states elected to put up their own Dynamic Messaging System (DMS) boards warning drivers of potential slow downs. As they were produced, these states also posted IDOT posters and flyers in rest areas and weigh stations.

For the first time, IDOT also put its traffic staging changes on traffic information stations featured on XM Satellite Radio, which is relied upon and used by many truckers. This method of disseminating traffic and roadway information enabled IDOT to provide drivers with the most updated reports available. Trucking associations also received weekly staging changes via e-mail which were then distributed by the associations to their members.

Mentor-Protégé Program Aims to Build Capacity of Small and Minority Contractors

IDOT in 2007 continued building its groundbreaking Mentor-Protégé Program, a public-private partnership designed to help build the capacity of small, minority-owned companies to succeed in business and to successfully compete for larger road construction projects.

The federally approved pilot program compensates mentor companies for administrative expenses associated with the effort and teams larger, experienced firms with contractors that are certified as a Disadvantaged Business Enterprise (DBE) in Illinois.

The Blagojevich administration and IDOT, through its Office of Business and Workforce Diversity have moved aggressively to break down barriers that typically prevent or hinder small and minority contractors from succeeding in the road construction field. IDOT raised the bar on its target for inclusion, increasing its statewide goal for the percentage of contracts going to DBEs from 12 percent in 2003 to the current goal of 22.7 percent.

In addition, IDOT has upgraded and expanded the supportive services it offers to DBEs to enable them to compete for contracts. Under this administration, IDOT opened walk-in DBE Resource Centers connected with major transportation projects in Chicago and East St. Louis. Previously, contractors seeking assistance had to travel to Springfield.

Under the new program, once a mentor firm and protégé are teamed up, they will jointly establish a development plan that outlines their goals and expectations, sets benchmarks and creates a monitoring and reporting mechanism that will be used to judge the effectiveness of the effort.

The plan may include training in the following areas: business planning, recordkeeping, technical assistance and use of equipment, capital formation, loan packaging, financial counseling and bonding.

The mentor and protégé will work together toward a goal of winning contracts for the protégé, and the two contractors will have the option of forming joint ventures to bid on projects.

To qualify for the program, the mentor firm must have at least five years' experience as an IDOT contractor and the protégé firm must have at least three years highway construction experience and must also be certified as a DBE through the Illinois Unified Certification Program.

Progress in the program will be overseen by IDOT's Mentor-Protégé Oversight Committee.

The new program has been approved by the U.S. Department of Transportation's Federal Highway Administration as a pilot project through 2010. It is offered in four IDOT Districts around the state, including D-1 in the Chicago area, D-4 based in Peoria, D-6 based in Springfield, and D-8 based in Collinsville.

IDOT At A Glance

How to Learn More About Mentor-Protégé Program

For more information, interested parties should go to the IDOT Web site at:

www.dot.state.il.us/obwd/mentor.html



Safest Year on Illinois Roads Since 1924

Motorists enjoyed the the safest year on Illinois roadways in more than 80 years during 2007, as traffic fatalities dropped below 1,250 for the first time since 1924. Some 200 fewer people were killed on Illinois highways during each of the years 2006 and 2007 than in 2003, when the statewide Primary Seatbelt Law was passed. Since 2003, safety belt usage among Illinois drivers has increased from 76 percent to more than 90 percent in 2007, the highest usage rate in Illinois history.

"We had one primary goal in mind when we signed a law giving police the power to pull drivers over for not wearing safety belts – saving lives. Now, less than five years later, we have recorded the fewest fatalities on Illinois roadways since 1924, for the second straight year. These numbers represent clear and convincing evidence to us that the law is working and seat belts really do save lives," said Gov. Rod R. Blagojevich, who signed the seatbelt enforcement law in 2003.

A total of 1,249 traffic deaths occurred on Illinois roadways in 2007, the lowest total since 1,065 deaths were recorded in 1924. Traffic fatalities in 2003 totaled 1,454 and have decreased in every year since.

"In addition to promoting increased safety belt usage, we're working closely with the Illinois State Police and local agencies for increased enforcement and motorist education," said Milton R. Sees, Illinois Secretary of Transportation. "Gov. Blagojevich challenged us to try new things aimed at saving lives and we have implemented the state's first Comprehensive Highway Safety Plan, we've added a new Motorcycle Enforcement Bureau, we've increased emphasis on highway safety engineering, and we have established photo radar and other aggressive enforcement initiatives and public information campaigns to get motorists to buckle up, slow down and not drive impaired."

The Illinois State Police has aggressively been targeting what are known as the “Fatal Five” violations in an effort to reduce highway fatalities. The “Fatal Five” include: speeding, safety belts, improper lane usage, following too closely and driving under the influence.

“We know that through aggressive enforcement of the Fatal Five we are saving lives,” said Illinois State Police Director Larry Trent. “It’s unfortunate that the threat of receiving a traffic ticket appears to provide a strong deterrent to these types of violations. We’d much rather see citizens comply for the mere fact that it saves lives. The ISP will, however, continue to do whatever it takes to keep our citizens safe.”

IDOT At A Glance

Additional Traffic Safety

Measures Designed to Save Lives

Additional traffic safety measures signed into law by Governor Blagojevich do the following:

- Double the amount of time a teen must have behind the wheel before receiving their license;
- Ban teen drivers from carrying more than one passenger for the first six months after receiving his or her license;
- Ban cell phone use while driving by those under 18;
- Require drivers under 18 to make sure that their teen passengers are buckled properly in the front and back seats;
- Raise the age that children must be in booster seats from 4 to 8.
- Increase penalties for drivers over age 21 who transport a child under age 16, while impaired;
- Require chemical testing for those arrested for hit-and-run;
- Enable harsher sentencing for causing a death while driving impaired;
- Enact tougher penalties for driving on a DUI-revoked license; and
- Allow for expanded use of DUI funds by local agencies.

Additional Measures to Deter Impaired Driving

Additional anti-impaired-driving measures signed by Governor Blagojevich include:

- Harsher penalties for repeat DUI offenders, includes making it a felony offense if convicted of DUI three or more times, with no probation for a fourth or fifth conviction;
- Chemical testing required for those arrested for hit-and-run;
- Harsher sentencing for causing a death while driving impaired;
- Tougher penalties for driving on a DUI-revoked license.
- Creation of the Illinois Alcohol Abuse Task Force, to present recommendations on improved coordination of the alcohol abuse, prevention and enforce-

ment efforts by state agencies and organization, improved information sharing, and improved use of state resources.

How IDOT Vehicle Inspection Units Make Roads Safer

The addition of 10 new commercial vehicle safety compliance auditors and an aggressive inspection/audit program helped to reduce the number of truck fatalities in 2006.

Each year, this unit conducts:

- 8,000 safety audits;
- 1,500 commercial truck inspections;
- 5,000 school bus unscheduled inspections each year.

IDOT Overhauls Communications and Education to Reduce Traffic Congestion

Chicago holds the dubious title of being the second most congested city in the nation. U.S. Department of Transportation studies show that commuters nationwide spend more than 100 hours per year traveling to work... more than the average two weeks of vacation time. Equally important, nearly 43 percent of our nation’s energy resources go into transportation – adding to our dependence on foreign oil.

In light of this, IDOT is working hard to identify practical and economical solutions to this problem. One such solution is a combined effort led by IDOT, working with transportation service boards and the Illinois Tollway Authority, to promote the use of public transportation through a creative marketing campaign theme: Drive Less. Live More.

This campaign urges drivers to try public transportation and encourages the benefits – such as being able to read the morning newspaper on the train, or making it home in time for dinner because the commuter is not stuck in traffic. Features of this campaign include a website with a gas calculator, along with radio advertising and informational brochures.

IDOT also has launched what is dubbed the “arterial DMS project”. By placing dynamic message system (DMS) signs approximately one mile ahead of typically congested highway entrances, commuters are able to choose their commuting routes based on posted, up-to-the-minute travel times along with suggested alternate routes. Seven of these boards are to be installed permanently by Summer 2007.

In 2006, IDOT also launched www.GettingAroundIllinois.com and www.ILTrafficAlert.com. Both of these services are free to users and enable viewers to obtain up-to-the-minute information on traffic conditions,

roadway and weather conditions and many other travel aids. GettingAroundIllinois features a customized travel program. Users can simply type in starting and ending points for their planned travel route, as well as destinations one would like to see along the way (such as restaurants, museums or other businesses) and a customized itinerary is presented. This helpful site also contains real time information about road conditions, road construction and where to find E-85 stations.

IDOT's new www.ILTrafficAlerts.com site allows Chicago area travelers to receive customized e-mail alerts based on the routes and time of day the commuter selects in registering for the service. Working in conjunction with the Illinois Tollway Authority, this program covers more than 70 Chicago-area highways

IDOT At A Glance

Congestion Mitigation in NE IL

To provide innovative and cost-effective ways to reduce congestion in the 6-county Chicago area, IDOT has developed a number of new initiatives including:

- Arterial Dynamic Message System Electronic Information Signs, www.GettingAroundIllinois.com with complete travel information online
- Customized daily e-mail alerts free of charge to registered users
- A unified congestion reduction public information campaign known as "Drive Less. Live More," to encourage the use of public transportation options
- www.ILTrafficAlerts.com – an Internet site that offers users one-stop shopping for their transit needs, including features such as a gas calculator, step calculator and more.

Traffic Alerts Help Drivers Avoid Urban-Area Congestion

Chicago-area commuters can now do more to avoid traffic jams and congestion long before they leave the house, if they sign up for free, real-time traffic alerts available now from IDOT.

"No one likes being stuck in traffic, and no one wants to spend time stuck in congestion when they could be home with their family or doing something else they enjoy," Gov. Rod R. Blagojevich said in announcing the initiative. "Thanks to new technology, we can help drivers avoid that kind of frustration. Our new traffic alert system means drivers can get up-to-the-minute information about congested areas and travel times, which can help avoid delays and get them where they're going with fewer delays."

The new system – at www.iltrafficalert.com – enables people to register for customized e-mail traffic alerts providing expected travel times, vehicle speeds, construction work, congestion and incident information about more than 70 route segments on Chicago area expressways and suburban tollways via e-mail, cell phone text messaging, or other mobile devices. Additional segments will be added as construction projects are completed. The system was launched in the Chicago area as part of IDOT's ongoing congestion reduction effort.

The e-mail alert system was developed in conjunction with the University of Illinois-Chicago (UIC) Department of Computer Science. The system can register up to 1,000 new users every 15 minutes.





IDOT welcomes e-mail alert users, but cautions against compromising traveler safety and urges drivers not to access the system on hand-held devices while driving. “We want this new system to help commuters avoid congestion, not to contribute to crashes,” said IDOT Secretary Milton R. Sees. “That’s why when signing up for the alerts, set the time of day for before you are scheduled to hit the road. We want drivers who are behind the wheel to stay focused on their driving.”

George Billows, executive director of the Illinois Trucking Association (ITA), described the new system as “easy and user friendly.”

“I am confident that many ITA members will use this site on a regular basis,” Billows said. “The selection of road segments, times, days of the week, etc., was excellent. Drivers with e-mail via phone or blackberry, on-board computers and certainly dispatchers will be able to make their selections to fit their operational needs.”

The new e-mail alert systems follow the launch of www.GettingAroundIllinois.com, a separate website that provides information about winter road conditions, construction activity and average daily traffic counts. The site also allows users to map travel destinations, such as hotels, restaurants, gas stations, airports, tourist attractions, museums, hospitals, schools and government agencies.

Other congestion relief efforts on the state’s roadways include the Governor’s \$5.3 billion Congestion-Relief Program on the Illinois Tollway system, called Open Roads for a Faster Future, intended to reduce travel times by rebuilding and restoring 90 percent of the system, widening or adding lanes to many miles of existing roads, converting 20 mainline toll plazas to barrier-free Open Road Tolling, and extending I-355 south to I-80 in Will County. Open Road Tolling lanes are now available at 17 Tollway plazas.

IDOT At A Glance

How E-Mail Alert Registration Works at www.iltrafficalert.com

When people register for e-mail alert services, they are asked to:

1. Choose the segments of roadways they want to be alerted about.
2. Select the one or two times of day when they want to receive alerts.
3. Select the days of the week when they want to receive alerts.
4. Select whether they want to customize alerts to receive them only if the average speed on the road is below a certain threshold.
5. Select the type of data they want to receive: incidents, construction, congestion reports and/or travel times.



CONCLUSION


Looking Toward 2008 and Beyond...

The summary of activities and accomplishments for IDOT in 2007 demonstrates a longstanding dedication to steadfast stewardship of assets and resources, continued excellence in transportation program delivery, and greater efficiency in internal process management. Advances in staff development, process improvements, productivity and technology within IDOT have led directly to advances in traffic safety, project delivery, communications, congestion relief and transportation development improving the economy and quality of life for travelers and workers throughout Illinois.

As IDOT looks to 2008 and beyond, long-range strategies center on further improvements in service efficiencies inside and outside IDOT, along with improved program effectiveness, staff productivity, communications and safety on behalf of all Illinois travelers and all stakeholders in the future of transportation development in Illinois.

The IDOT guiding principles promise that the Department will remain committed to continuing safety, integrity, responsiveness, quality and innovation as the IDOT way of doing business throughout Illinois. In these ways, every day, IDOT lives its pledge of professionalism and dedication to meeting the needs of Illinois travelers, and renews that pledge as a matter of course. Illinois can count on it.

IDOT FAST FACTS



Population	12.83 Million
Licensed Drivers	8.71 Million
Vehicles Registered	11.0 Million
Passenger Cars Registered	8.05 Million
Annual Vehicle Miles of Travel.....	106,813 Million
Annual Gallons of Fuel Consumed	6.611 Million
Miles of Highways and Streets	140,287
Highway Structures Greater than 20 feet.....	26,585
Public Railroad Grade Crossings.....	8,071
Private Railroad Grade Crossings.....	4,646

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Milton R. Sees, Secretary

Clayton K. Harris III, Chief of Staff

Brice Sheriff, Chief Operations Officer

David Phelps, Deputy Secretary

Christine Reed, Director, Division of Highways

John Webber, Assistant to the Secretary

Ellen Schanzle-Haskins, Chief Counsel

Ann Schneider, Director, Office of Finance & Administration

Dick Smith, Director, Office of Planning & Programming

Michael Stout, Director, Division of Traffic Safety

Clayton K. Harris III, Acting Director, Office of Business & Workforce Diversity

Daniel Kennelly, Director, Office of Quality Compliance & Review

Susan Shea, Director, Division of Aeronautics

Heather Tarczan/Kyle Anderson, Office of Operations & Communications

Nick Williams, Director, Office of Governmental Affairs

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ROD R. BLAGOJEVICH
GOVERNOR, STATE OF ILLINOIS

Rod R. Blagojevich
Governor



**Illinois Department
of Transportation**

Milton R. Sees
Secretary